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LAUSANNE AGREEMENT WIDELY ACCLAIMED

SIGH OF RELIEF IN FRANCE

GERMAN NATIONALISTS ANGERED

U.S. READY TO DISCUSS WAR DEBT ISSUE

"THE SPIRIT OF LAUSANNE MUST TRIUMPH. THUS DECLARED M. HERRIOT, THE FRENCH PREMIER AT A BRIEF PLENARY SESSION OF THE CONFERENCE WHICH FOLLOWED THE ANNOUNCEMENT THAT AN AGREEMENT HAD BEEN REACHED. AT THE SAME TIME HE ELOQUENTLY APPEALED FOR UNITY AND CONCORD IN THE COUNCILS OF EUROPE AND THE WORLD.

The Agreement, the main features of which are given below, has been hailed in London and Rome with the deepest satisfaction, Mr. Ramsay MacDonald's untiring patience being specially stressed.

France is not so enthusiastic, although it is thought M. Herriot made the best of a bad bargain; while Germany is divided in its views, the Nationalists being furious with Herr von Papen for abandoning the political demands.

The United States is ready to consider the revision of War Debts, when the European nations finally agree on reparations, but it is pointed out that the Powers must submit their proposals to America individually.

TRIBUTES TO BRITISH PREMIER

Lausanne, July 8.

The Agreement begins with a preamble setting forth the object of the Conference, continues with a political declaration, and concludes with five resolutions.

In the political declaration, the most important part reads as follows:

"The Powers that have signed the Treaty came to Lausanne to deal with one of the problems arising from the War, with the firm intention of contributing to a new order which will allow the establishment and development of confidence between the nations in a mutual spirit of reconciliation, collaboration and justice. The signatory Powers will make every effort to resolve the problems which exist at the present moment, or may arise subsequently, in the spirit which has inspired the present Agreement.

FUTURE HOPES.

"They do not claim that the accomplishments at Lausanne, which will completely put an end



Mr MacDonald Points the Way.

to reparations, can alone assure that end of peace that all the nations desire, but they hope that an achievement of such significance, and so ardently attained, will be understood and appreciated by all the pacific elements in Europe and throughout the world and be followed by fresh achievements.

"These first successes will be more readily won if the nations rally to this new effort in the cause of real peace, which they can complete only if it is applied in both the economic and political spheres and reject all possibility of resort to arms or violence."

BOND ISSUE.

The first resolution deals with the agreement with Germany with regard to the provision of bonds to the value of three milliards of marks, which will not be issued until some period after three years, when the state of the market will permit their being issued at a rate of 90, bearing five per cent. interest and one per cent. sinking fund.

If after a period of fifteen years from the date of the ratification it has not been possible to issue the bonds they will be cancelled.

The bonds will be held by the Bank of International Settlements and be devoted to a fund for the reconstruction of Europe.

The second resolution provides transitional measures with regard to the bonds, and extends the provisions of the declaration until ratification has occurred.

HELP FOR AUSTRIA.

The third resolution relates to non-German reparations, and states that Belgium, the United Kingdom, Germany, France and Italy have agreed to proceed with a scheme to help Austria as the first step towards the reconstruction of Eastern and South-Eastern Europe. It provides that the execution of payments on account of Bulgarian and Hungarian reparations be reserved until December 15th next.

The fourth resolution provides that a Committee shall report to the Organising Committee for European union such measures as may be required to overcome the present difficulties of transfer and all questions with regard to the price of cereals and cognate problems generally.

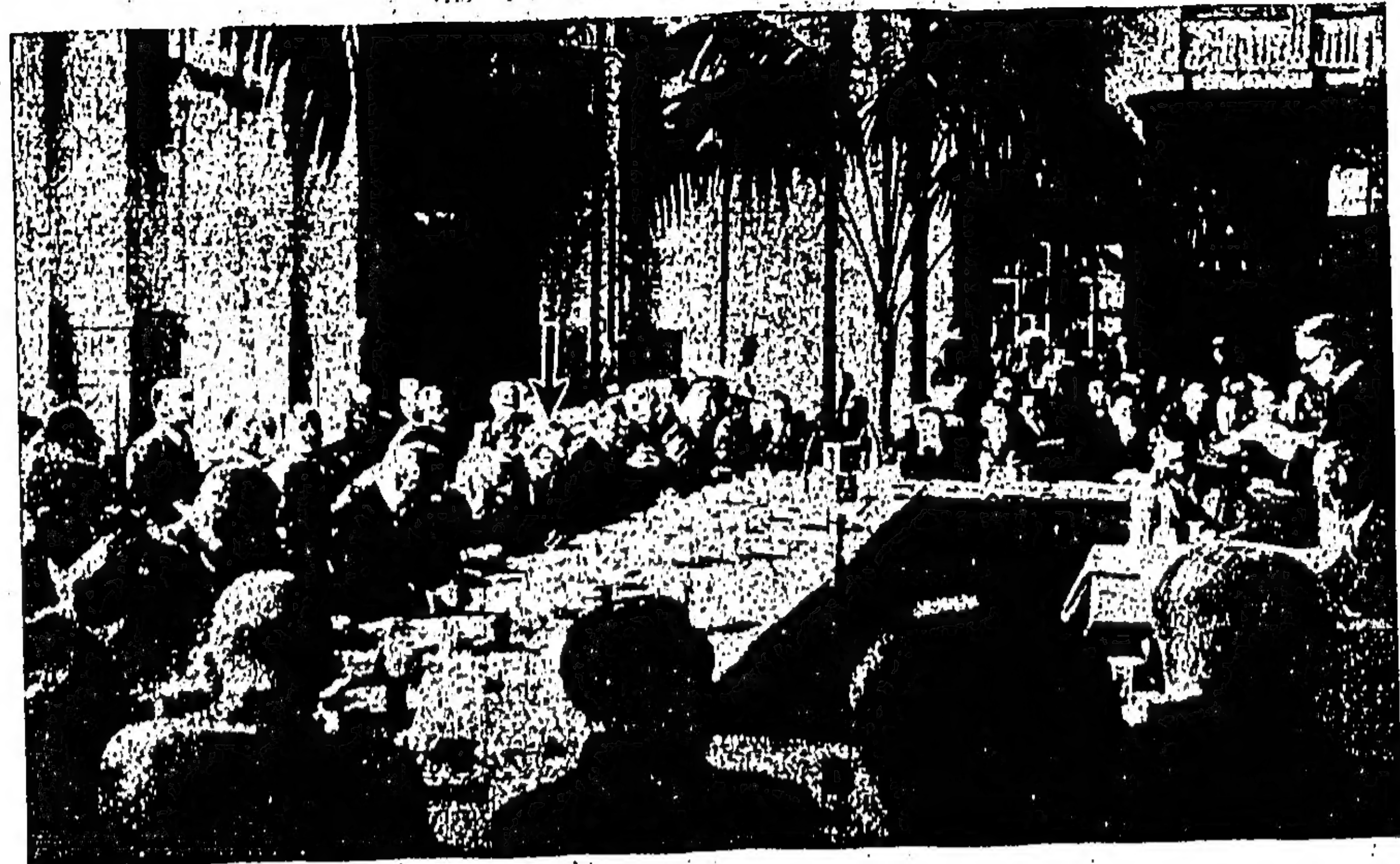
WORLD CONFERENCE.

The fifth resolution deals with the World Economic and Financial Conference which it has been decided shall be convened by the League of Nations. The meeting-place is left open, and may not necessarily be Geneva.

Meanwhile, a Commission of Experts will be appointed, to which the United States will be invited to send a representative, to study the financial and economic problems which will be dealt with by the Conference.

PLENARY SESSION.

A Plenary Session of the Conference (Continued on Page 7.)



LAUSANNE.—Picture shows the Lausanne Conference in session, with Mr. Ramsay MacDonald (arrow) presiding. After days of fluctuating hopes and fears an agreement has at last been reached.

FILLIP TO CHINESE AVIATION

AMERICAN TO ORGANISE FLYING SCHOOL

MR. JOUETT ARRIVES IN SHANGHAI

("Telegraph" Special).

Shanghai, July 8.

Mr. John Jouett, who has been engaged by the National Government to assist in the establishment of an up-to-date flying school, arrived here to-day accompanied by a number of assistants.

He will shortly be leaving for Hangchow where the flying school is located.

Mr. Jouett has been closely identified with aviation in the United States and lately served as manager for the aviation activities of leading American aviation companies.

It is felt that the National Government is fortunate in obtaining the services of Mr. Jouett to assist in the development of aviation in China.—*Reuter*.

NO. 10, DOWNING STREET

CHARITY FATE IN GARDEN

London, July 8.

The Prime Minister is lending the garden of No. 10 Downing Street next Thursday for an entertainment which Mrs. Baldwin and Miss MacDonald are helping to organise on behalf of the fund for distressed miners.

Many visitors from the United States and other countries now in Britain are among those who are taking this opportunity of visiting the house which has been the scene of many historic events.

Throughout the summer months, hundreds of most beautiful private gardens and grounds in Britain are opened to the public on behalf of charities.—*British Wireless*.

NAVAL BOAT'S RESCUE

THIRTEEN CHINESE PICKED UP

The naval authorities announce that the R.A.F. Belgol reports that she has picked up thirteen men from a small fishing junk, No. 728, belonging to a village close to Swatow, which capsized last night, about midnight, in a heavy squall, in a position Lat. 22.39 N., Long. 116.9 E.

The Belgol was en route from Weihaiwei, and is expected to arrive in Hongkong at 6.30 this evening.

DE VALERA HAS ONE MORE CHANCE

ACCEPT IMPERIAL TRIBUNAL OR—

DUTIES BILL GOES THROUGH

London, July 8.

The House of Commons to-day passed the third reading of the Irish Free State Special Duties measure by 222 votes to 30.

Mr. J. H. Thomas, in winding up the debate, said the Government's repeated offer to submit the controversy to arbitration by an Imperial Tribunal was conveyed in writing to Mr. de Valera yesterday.

If the Irish President accepted their conditions for the Empire Tribunal, the Government would not operate the Duties Bill.

After the result of the division had been announced, Mr. Thomas declared, amid cheering, that an agreement had been reached at Lausanne.—*Reuter*.

REJECTION MOVED.

Immediately after the Commons vote, the House of Lords gave the measure its formal first reading, so that it may be placed on the Statute Book without delay.

During the third reading debate in the Commons, Opposition speakers moved its rejection, declaring that both sides having accepted the principle of arbitration, negotiations should be further continued. Hopes were also expressed that the measure would be brought into use only as a last resource, and that the Ottawa Conference would be given an opportunity of adjusting the matter.

The Dominions Secretary, Mr. Thomas, said that before asking the House to pass the Bill the Government had satisfied themselves that they had exhausted every means of reaching a settlement. He recalled the decision of the Imperial Conference in support of arbitration being limited to an Empire Court, and said that although the payments were governed by treaties, the Government were prepared to submit the question for arbitration by such a tribunal.—*British Wireless*.

INDIAN REFORM PROBLEM

DISSATISFACTION WITH THE NEW PROCEDURE

MEMBERS RESIGN

Bombay, July 8.

The British Government's recent decision to alter the procedure in regard to working out of Indian constitutional reforms, taking the task from the Round Table Conference and giving it to a joint Select Committee drawn from both Houses of Parliament in which Indians will be able to give evidence and to participate in the discussions, has led to some dissatisfaction in India.

As a result, Sir Tej Bahadur Sapru and Mr. Jayakar have resigned from the Round Table Consultative Committee.

Sir Tej Bahadur Sapru in a letter to the Viceroy declares that the change is not merely in the form of procedure but in substance and he has no such faith in the new procedure as in the old.—*Reuter*.

Whilst working on board the s.s. Tyndareus a Chinese workman of Balkeley Street fell into one of the holds and sustained injuries from which he died after admission to hospital. The Tyndareus at the time was undergoing repairs at the Talkoo Dockyard.

The payments were governed by treaties, the Government were prepared to submit the question for arbitration by such a tribunal.—*British Wireless*.

\$5100,000 FOR BONUS MARCHERS



A SUM of \$5100,000 has been voted for the transportation of the American war veteran bonus marchers back to their homes. Left picture shows some of the men at the Capitol building in Washington waiting to button-hole members of Congress. Right, some of the marchers in camp.

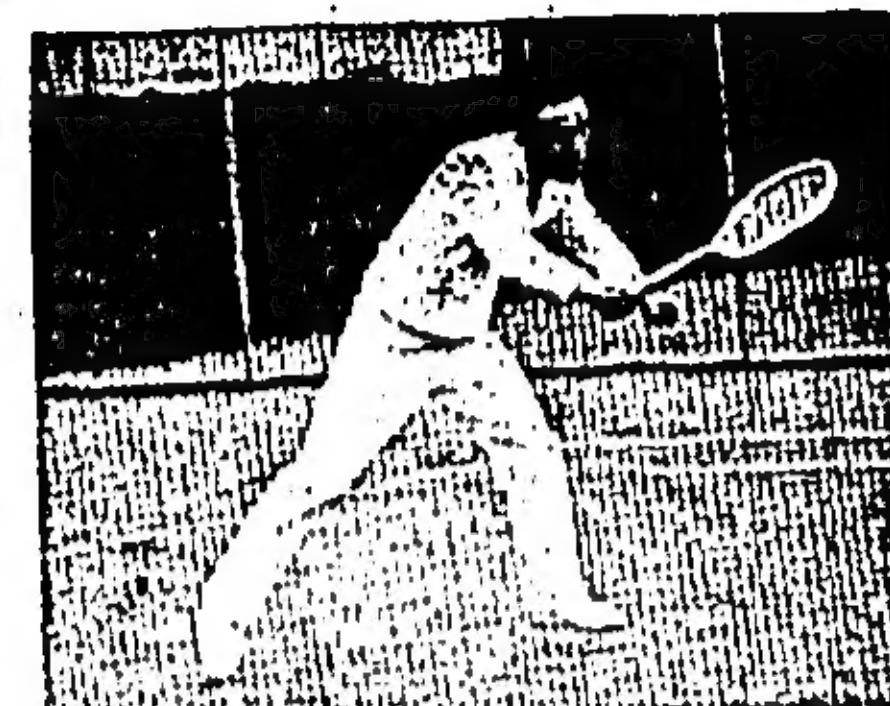


AUSTIN LOSES TO PRENN

GERMANY TAKES EARLY LEAD IN DAVIS CUP

PERRY RISES TO THE OCCASION

JIRO SATO BEATEN BY STEFANI



JIRO SATO.

London, July 8.
Great Britain and Germany finished all square in the first round of their Davis Cup semi-final encounter at Berlin to-day, Prenn defeating H. W. Austin as a result of some superb driving, and Fred Perry recovering England's lost ground by overcoming Von Cramm.

In the other European zone semi-final at Milan, Japan and Italy wound up the day on level terms each winning a singles.

The results in detail are:

BRITAIN v GERMANY.

Prenn (Germany) bt Austin (Britain) 6-0, 8-10, 6-2, 6-3.
Perry (Britain) bt Von Cramm (Germany) 6-1, 6-2, 6-2.

JAPAN v ITALY.

Kuwabara (Japan) bt Palmieri (Italy) 6-3, 6-2, 1-6, 6-3.

De Stefani (Italy) bt Jiro Sato (Japan) 6-3, 6-4, 6-4.

Prenn played brilliant tennis to dispose of Austin. The Englishman was disconcerted by Prenn's speed and accuracy in serving and driving, coupled with the fiery nature of the hard court. He found himself swept off his feet, repeating his experience against Ellsworth Vines in the final at Wimbledon last week.

Fred Perry had things all his own way against Von Cramm and won in the easiest possible manner in straight sets. The German could only secure six games in the course of the match, though he displayed improvement as the exchanges proceeded, and captured three games in the final set.

SATO'S DEFEAT.

De Stefani accomplished a magnificent performance in disposing of brilliant Jiro Sato in straight sets. Sato could not withstand the determined attacking methods of the Italian and succumbed without even putting up his customary resistance.

Kuwabara had the full measure of Palmieri from beginning to end, and after taking the first two sets without being extended rested himself to win the fourth and the match at 6-3.—*Reuter*.

Stimulus to British Securities

BANKS' WAR LOAN CONVERSION

STOCK EXCHANGE IS PLEASED

London, July 9.

The announcement by big banks and insurance companies of their decision to convert their holdings in War Loans has imparted a good feeling on the Stock Exchange.

Later, when the news came through from Lausanne that an agreement had been reached, it acted as a fresh stimulus and led to further strength on the market, especially in British Government securities and European bonds.—*Reuter's Special Service*.

London, July 8.

The War Loan conversion plan is still going strong, nearly 350,000 holders out of two and a half millions having converted. Holders of bonds abroad will be

ABOLITION OF TAEI

MOVEMENT GAINS MOMENTUM

BANKERS' BATTLE

("Telegraph" Special).

Shanghai July 9.

The movement to abolish the tael is gaining momentum, but the issue promises to resolve itself into a battle between two classes of Chinese bankers—the "old style" and the modern.

Foreign bankers are of the opinion that the abolition of the tael will eliminate many of the financial evils of the country, and it is now considered possible that the plan may be implemented on August 1st.

Some quarters are opposed to any sudden change. In this connection, one Chinese banker is of the opinion that a sudden change might bring about serious complications, especially between debtors and creditors.—*Reuter*.

Race for The King's Cup

PRINCE OF WALES' MACHINE GOING STRONG

London, July 8.

The first of 42 aeroplanes for the King's Cup left Brooklands at 8 a.m. to-day.

The first section, flown to-day, totalled 728 miles, and the second section to-morrow will cover 495 miles.

To-day's route is by way of Brighton, Portsmouth, Bristol, Birmingham, Liverpool, Manchester, Leigh, Northampton and back to Brooklands.

Particular interest is being displayed in the machine entered by the Prince of Wales—a Comper-Swift monoplane coloured red, white and blue and fitted with a 120 H.P. Gipsy Third Engine.

Each pilot had to possess more than 100 hours flying experience and his machine was required to do a minimum of 110 miles hourly.

Light aeroplanes figured prominently, but "Puss Moths" had serious competitors in nine Comper-Swifts, probably the smallest machines in the world.

At the end of to-day's flying the lead was held by W. L. Hope in a "Fox Moth" Gipsy Third, whose time was 15 hours, 14 minutes, 41 seconds.

The Prince's machine was second, its time being 15 hours, 28 minutes, 22 seconds.—*British Wireless*.

given every opportunity to convert with the advantage of one per cent. cash bonus, but they are advised to be as quick as possible.—*Reuter*.

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CONTRACT BRIDGE

By W. E. McKenney.

Before reading the play on the following hand, I am going to ask readers to lay out the spade suit and see if they think it possible to pick up West's king—and he will not cover when South leads the spade suit through him. One more surprising thing to note on this hand is that West never makes a spade trick.

♠A-7-6	♠A-7-6
♥A-Q-9	♥A-Q-9
♦10-9-3	♦10-9-3
♣8-7-5-3	♣8-7-5-3
♠K-5-4	♠K-5-4
♥8-4-3	♥8-4-3
♦A-K-5	♦A-K-5
♣6-4-2	♣6-4-2
NORTH	EAST
WEST	DEALER
SOUTH	6-2
♠Q-J-10-9-8	♠Q-J-10-9-8
♥K-J-10	♥K-J-10
♦7-4	♦7-4
♣A-K-9	♣A-K-9

The Bidding

South plays the hand at four spades.

The Play

West opened the king of diamonds and when he received the eight spot from East, continued with the ace of diamonds. East played the deuce so West continued with the five of diamonds. North, the dummy, played the ten. East covered with the jack, and South, the declarer, ruffed with the eight of spades. South leads the queen of spades, but West does not cover. He plays the three dummy the six and East the deuce. South then leads the jack of spades and again West refuses to cover, playing the four spot, dummy plays the seven and East shows out, discarding the six of diamonds. Remember that we are still going to catch that king in the West hand.

Declarer now takes three rounds of hearts on which all follow suit, winning the last heart in the dummy. The three of clubs is played from dummy. East plays the ten. South wins the trick with the ace and leads the king of clubs. West plays the four, dummy the five and East the jack. Now the nine of clubs from South. West plays the six, dummy the seven and East is in the lead with the queen of clubs.

The four players are now down to the following cards—South holds the ten and nine of spades, West the king and five of spades, North the ace of spades and eight of clubs and East, who is in the lead, has the queen of diamonds and the seven of hearts. Which ever card East leads, South will trump with the nine of spades and if West plays the king, North, the dummy, will win the trick with the ace of spades and will then cash the last trick with the ten of spades. If West plays the five of spades, the declarer will discard the eight of clubs from dummy and then play the ten of spades upon which West must play the king and the dummy will then win with the ace.

A most unusual hand, but a beauty when recognized in actual play.

S. M. R. PRESIDENT

MR. NAKAJI KAJIWARA
FOLLOW COUNT UCHIDA

Tokyo, July 8.
It has been decided to appoint Mr. Nakaji Kajiwara to succeed Count Uchida as President of the S.M.R.—*Reuter*.

THE NEW OPEL

Product of General Motors.

VILLAGE ROAD MURDER

FENG COMMITTED FOR TRIAL

DEFENCE RESERVED

The long proceedings in the preliminary Police Court hearing of the case in which Cheng Kwok-yau, member of a wealthy Ipoh (N. M. S.) family, is charged with procuring the murder, by shooting, of George Fung, member of a well-known local family, in Village Road on the night of March 24, closed yesterday, when the accused was committed for trial at the next Criminal Sessions at the Supreme Court.

Sergeant A. R. Brittain, attached to the Traffic Department, produced the registration card of one Lau Hing, who, witness said was chauffeur to Cheng Kwok-yau, the accused, of 50, Village Road. The private cars in respect of which the driver was registered were Nos. 1,589; 4; and 2,002. The photograph which had been on the registration card had been removed for the purposes of the present case. Witness knew the man by sight and identified a photograph of Lau Hing.

Addressing his Worship Mr. Lindell said:

"In order to avoid further delay of this case, Sir, I had a piece of evidence which I think it was necessary to put in, which I expected to be able to put in this afternoon, that is, the identification by Lai Ming-fay of this photo as the photo of Cheng's driver. At present I have not definitely, absolutely, been able to connect the photo with the man Lau who was the accused's chauffeur.

"Unfortunately Miss Lai Ming-fay is ill and unable to attend Court this afternoon. There is, of course, indirect evidence both of Taul Yung-sang and the man called Ah To or Ah To Nui, that Ah Lau was the driver of the cars to which Sergeant Brittain has just spoken, but if you don't consider that sufficient I should have to ask for an adjournment to prove that. I expected to have the evidence this afternoon; to recall Lai Ming-fay to prove it.

"In any case if you think there is sufficient *prima facie* evidence on that point I should like to give notice that I propose to call that evidence, at any rate, after this case goes to trial, but I am rather in a quandary for the moment because I cannot call that evidence as I had proposed to."

His Worship: You have told me that the July Sessions will not be held until August 3.

Judges Engaged.

Mr. Lindell: And I have it from the Chief Justice that he does not propose to take this murder case until the August Sessions. It was assumed, at the time that the Chief Justice notified the Attorney General he would not take this murder case until the August Sessions, that the Full Court would still have some case to clear up, but now it is likely that the cases before the Full Court will be completed at the end of the month. That direction of the Chief Justice may therefore lapse, but I am not in a position to give you any definite information on that point.

His Worship: If I commit this case in order to get to the July Sessions it will have to be committed by to-morrow in spite of the fact that the Sessions do not start until August 3. The defendant has been before me since April 5, and I think he has appeared before me something like 33 times. I don't want to drag it out unnecessarily but I am bound to hear your evidence unless the defence agree to that particular point being called later.

Mr. Brutton: Yes, your Worship. Call it at the Sessions assuming it goes there.

His Worship: The absence of the best evidence leaves me in a quandary also.

Mr. Lindell: That part has been totally unchallenged. That Ah Lau was the driver of the car and was seen by one of my witnesses at 50, Village Road, has remained unchallenged so far.

(Continued on Page 13.)



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MAN HUNTERS BY MABEL McELLIOTT

BEGIN HERE TO-DAY.

Susan Carey, pretty secretary, is in love with Bob Dunbar, young millionaire who met at business college. At a party given by Denise Ackroyd, society girl, Susan realizes Bob is not for her. Bob fights with Deni's Lamington, another admirer of Susan's. Ernest Heath, Susan's employer, happens along and escorts the girl back to the Ackroyd's house. Mrs. Heath, bitterly jealous of affection, Jack Waring, Heath's assistant, tries to prevent this by producing an incriminating letter. Mrs. Heath goes to Helen instead. Susan tries to forget Bob. Helen, confides to Susan that she is heart-broken because "Sissy" Webb has married another. Susan's chum, Rose Milton, plans to give up a career for the man she loves. Bob comes to the office but Heath interrupts his conversation with Susan. On Christmas Eve Bob calls to see Susan. Angered because Heath has sent her flowers, he forces unwilling kisses on her lips.

CHAPTER XXXI

"Are you with the Gledding's party?"

Jack Waring smiled down at the heart-shaped face tilted up to his.

"I am."

Denise narrowed her long eyes at him. "I thought you were."

Laura Gledding said they were having a very smooth man out for the New Year's shindig."

Waring continued to smile mockingly. "And I'm the only one who answers that description I suppose?"

Denise shrugged. "Well, pretty much. The rest are mostly infants home from college for the holidays. You couldn't really call them men."

Her disdainful glance swept over the bright room.

"Not even that one?" Waring indicated with a lift of one eyebrow a tall, fair haired young man glowering in the stag line. "He looks fairly grown up."

"Oh, Bobby!" Denise took the trouble to throw a provocative glance in the stern young man's direction. "Of course I wasn't counting him. He's special."

"Really? I didn't know." The music had stopped and the dancers began to drift in the direction of supper. Denise clung to Waring's arm, her costume of pale green velvet swirling around her.

"Laura had some really good ideas for this party," she chattered. "Tables for two. Don't you think that's neat?"

"Splendid," the man agreed. "It's a good party. But won't your young man mind if I carry you off like this?"

Denise said, "never mind about him. He's in a fearful temper anyhow. I'll let him cool off."

They found a little table just under the balcony in the big hall. The man noticed with idle interest that his companion's frock was by far the most outrageously revealing in the place. In front the bodice was demurely cut but there was the merest ribbon at the back.

What he could not know was that Denise's mother, a futile, nervous little woman, had spent hours trying to argue the girl out of wearing it. "What were young girls thinking of nowadays, he wondered idly. They were gowns which 10 years ago would have been dared only by women of the half world."

"What are you thinking of?" The long lashed, provocative eyes of the girl opposite flashed at Waring challengingly. She was really extraordinarily effective in an exotic way, the man reflected. Like a Michael Arlen heroine with that dead white skin and scarlet mouth.

He knew the answer to that one and promptly supplied it. "You, of course."

A waiter filled their glasses with pale, sparkling, golden liquid. The girl drained hers thirstily.

For a moment Waring was conscious of engulfing boredom. Why had he come? Surely if there was anything melancholy in the world it was a New Year's eve party. He supposed one had to do something but these youngsters made him feel like Methuselah.

"I know your boy," he said abruptly. "That's young Dunbar, isn't it?"

She nodded. "Good number Bobby is most of the time—when he's not in a state."

Waring wasn't interested but he threw the conversational ball again.

"What puts him in a state?"

"Oh, nothing—anything. He's temperamental. I'm going to marry him one of these days, so he'd better snap out of it."

Something clicked in Waring's mind. "You're going to—oh, I see! I didn't remember hearing it."

"It hasn't been announced," Denise said. "It's just one of those things."

"You don't seem too enthusiastic," the man said.

Denise's glass had been filled again. She sipped at it before she replied. "Well I am and I'm not. It's like this. Bobby's always been my property and I get steamed up if he plays around with anyone else."

"Does he do much of that?" Waring was finding this crude child amusing now. Furthermore there was something he wanted to find out.

"Don't be that way," Denise admonished him. "Of course he does but I never worried about it until a few months ago."

"What happened then?"

"He got the most insane idea! He began to rave about a girl he'd met at some frightful business school. I fixed that!"

Waring's tone became softly admiring. "Clever child!"

"It was a plot really," laughed Denise excitedly. "It was lots of fun. I had this girl and her gang come out for a week-end and showed her up. It was simple."

"Did she eat with her knife?"

Denise pouted. "Now you're making fun of me."

"On my word of honour I'm not. I'm vastly entertained. How did you show her up?"

"Oh, things happened," said Denise vaguely. "I spiked it any way."

Silently the man said, "Aren't you being the dog in the manger?"

Denise stared at him. "I don't know what you mean. Of course I like Bobby and you have to marry some time. We'd be a pair. He'd let me go my way and—well, any way it's virtually settled. His father expects it and so does mine."

"It sounds prehistoric," Waring commented, offering her a cigarette. "It's not. It's a perfectly good arrangement," the girl said coolly.

She hadn't. Waring noticed, touched any of the various tempting dishes which had been set before her and whisked away. Instead she devoted herself to her cigarette and expelled the smoke in clouds. All about her at other little tables flower-faced girls were doing the same.

"They're a decadent lot," Waring said to himself. He scarcely relished the role of mature philosopher this evening.

"Let's dance, shall we?" he said abruptly. As Denise slipped into his arms he murmured, "What did you say the girl's name was in this comedy-drama?"

"I didn't say," Denise replied. "You're a funny one. Old Papa Sherlock."

Waring tightened his arms around her, using that seductive tone he had found so successful. "Tell Papa Sherlock," he coaxed. "I love the way you dance," said Denise. "Not that it matters, but since you're so inquisitive I don't mind telling you. Her name is Susan Carey."

Having learned what he wanted to know, Waring exerted himself to please. Underneath his blase exterior there was a current of excitement. He liked meddling in others' affairs. It was one of the diversions he permitted himself. Remembering the expression on Susan's face that day he had spoken to her of young Dunbar, Waring felt the thrill of the discovery. He made no plans. His coverer. He began by employing methods which had succeeded with chorus girls, shop assistants, and ladies of the great world.

"What makes you so beautiful?" he began.

Denise laughed, recognizing this form of attack and enjoying it. "I love that," she said. "You've been staring at me all evening and you've just come to."

The man steered her toward a corner. "Look," he said, "this place is pretty dull. How about barging on to Tony's out near Waukegan? Or we could slip into town and see what's doing."

"All right. I'll meet you down stairs," Denise's eyes sparkled with excitement. She knew her chaperone was sitting in the dressing room but she was equal to managing poor Mrs. Fleury.

Waring felt no scruples about leaving the party without excusing himself to his hostess. No one bothered about such things nowadays. He waited for Denise at the foot of the staircase, an urbane, distinguished-looking man in a moon skin coat. It was one of Waring's whims to dress like an undergraduate.

Denise came fluttering toward him, her voluminous wrap of white fur clutched around her. She took his arm.

"You're not such a slow number," she approved. "I said when I saw you, 'I like that man's looks. He looks like a bit of a rogue.'"

Waring handed her into the car. "I'm flattered."

"Let's go places and do things," Denise cried. "Let's have fun. You haven't a snifter about you, old timer, have you?"

Waring slid the car into gear before he replied.

"Better wait until we get to Tony's," he advised her. For an instant he felt a surge of distaste for the whole affair. Then he remembered Susan's stricken look and grew resolute. Why shouldn't he meddle if he wanted to?

(To be continued)

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25 WORDS \$1.50
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The following replies have been
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PERSONAL

TO THE DEAF Demonstrations with the All-British Deaf Aid "Oscitide" are now given daily (free and without obligation) at office, Top Floor, Hotel Metropole Building, Ice House Street, Mornings, 10.30 to 1; afternoons, free demonstration by appointment only, 2.30 to 4. Various models to suit the divergent forms and aspects of respective cases. Local service. Address communications to "Oscitide," G.P.O. Box No. 559.

WANTED KNOWN

SUMMER SALE—Our Entire Stock of Stylak Dresses to be cleared at greatly reduced prices—From \$8.00 to \$30.00 this week only. Mrs. Volgin, 7, Bankow Road, (1st floor), (opp. Kowloon Hotel).

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WANTED.

WANTED—From 1st October, 1932, small unfurnished house with garden, Peak district preferred, long lease essential. Please write Box No. 972, "Hongkong Telegraph."

TO LET

TO LET—Attractive two roomed flat, in Nathan Road, all modern conveniences and just redecorated. Three minutes walk from Star Ferry. Very moderate rental. Apply Hung Cheong, 50, Nathan Road, Tel. 57108.

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CHURCH NOTICES

Sixth Sunday After
Trinity

LOCAL SERVICE

ST. ANDREW'S CHURCH.
(Kowloon).

Services for Sunday, July 10, 7th Sunday after Trinity.
8.15 a.m. Holy Communion.
10 a.m. Young People's Service and Primary Sunday School.
11 a.m. Morning Prayer and Sermon.
6 p.m. Evening Prayer and Sermon.
The Preacher at both Morning and Evening Service will be the Rev. C. I. Blanchett, Secretary of the C.M.S. in S. China.

WESLEYAN CHURCH
(Wanchai).

The following are the forthcoming services, etc., at the Wesleyan Methodist Church, Wanchai, (opposite Royal Naval Hospital, Queen's Road East).
Sunday, July 10.
Morning Service, 10.15 a.m.
Evening Service, 8.15 p.m.
Preacher for both services: Rev. E. R. C. H. Tribbeck.
A combined Church Rally and Moonlight bathing picnic will be held on Friday July 15, (weather permitting). Those desirous of attending are requested to send in their names to the Supt. Minister from whom all particulars can be obtained.

At the Sailors' and Soldiers' Home

Monday (11th).—Badminton Club Meet.
Tuesday (12th) 8 p.m. Fellowship Meeting, 9 p.m. Local Preacher's Study Class.
Thursday (14th).—Badminton Club Meet.

FIRST CHURCH OF
CHRIST, SCIENTIST.

First Church of Christ, Scientist, 1st, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Sacriment." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

SEVENTH-DAY ADVENTIST
CHAPEL.

Seventh-day Adventist Chapel, 20 Lee House Street.

Services:
Saturday, 2 p.m. Preaching.
Saturday, 3 p.m. Sabbath School.
Sunday night 6 p.m. Evangelistic Preaching.
Wednesday night 8 p.m. Prayer Meeting.
A cordial invitation is extended to all to attend these services.

UNION CHURCH

The following are the forthcoming services etc., at Union Church, Kennedy Road:
Sunday School 10 a.m.
Service for Public Worship 11 a.m.

Evening Service 6 p.m.
Preacher at both services, the Rev. E. C. H. Tribbeck.
Monday, July 11, at 10 a.m. in the Church Hall.—Meeting of the Women's Guild. Ladies of the Congregation cordially invited.

Tuesday, July 12.—Service Men's Bathing Party. Launch leaves Queen's Pier at 6 p.m., return 7 p.m.

Every Tuesday at 7.54 p.m. Devotional Meeting of the Soldiers' and Airmen's Christian Association. All Service men heartily welcomed.
Wednesday, July 13, from 5.30 p.m. to 6.30 p.m.—In the Church Hall, the Cambrian Male Voice Choir Practice.

NEW ADVERTISEMENTS.

NOTICE.

I have this day commenced business, as stock and share broker, on my own behalf at Exchange Building, 3rd Floor, under the style of M. Cario.

M. CARIO,
Member H. K. Stock Exchange.
Tel. 28989.
Hongkong, 1st July, 1932.

NOTICE.

The Sanitary Board wishes to draw the attention of the public to the possibility of contracting cholera from eating uncooked vegetables and fruit.

J. H. GELLING,
Secretary, Sanitary Board.
Hongkong, 22nd June, 1932.

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CONSIGNEES' NOTICE.

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The Steamship,

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Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 16th July, 1932, will be subject to rent. Unpacked packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period. For the examination of damaged dutiable goods, the consignees must arrange for a Revenue Officer to be present.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 9th July, 1932.



Sowing wild oats doesn't require a grain of sense.

LAMMERT'S AUCTIONS.

BY ORDER OF THE MORTGAGEE
PUBLIC AUCTION

of
The valuable Leasehold Property situate at Homantin in the Dependency of Kowloon and the Colony of Hong Kong and registered at the Land Office as
Kowloon Inland Lot No. 1335.

Together with the Building

thereon now known as

No. 5 Peace Avenue

to be sold

on MONDAY,

the 11th July, 1932,

at 3 p.m.

by
Messrs. LAMMERT BROTHERS,
Auctioneers,

at their sales room,

No. 4, Duddell Street, Victoria,

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For further particulars and

Conditions of Sale apply to:—

MESSRS. WOO & NASH,

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No. 4, Queen's Road Central,

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BY ORDER OF THE
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of
The Valuable Leasehold property situate at Victoria in the Colony of Hongkong and registered at the Land Office as Section A of Sub-section 1 of Section A of Inland Lot No. 1300 with the building thereon now known as No. 17 YU ON TERRACE

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WEDNESDAY, THE 20th DAY

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SECTION FOR SCHOOL CHILDREN.

Messrs. Waibel & Co. ("DEFAG") offer six "AGFA"

box cameras to be competed for by school-children.

These will be awarded to best six pictures in this class.

Bathing Scenes, Picnic Illustrations, Local Beauty

Spots, Typical Chinese Studies, etc. All photographs

must be of subjects taken in the Colony.

Photographs may be submitted forthwith, and it is

intended to reproduce selected pictures in the

Telegraph Pictorial Supplement as from the first

Saturday in July. The Competition will close on

August 31st, 1932.

The following rules will govern the Competition:—

1.—The Competition is confined exclusively to

amateur photographers.

2.—The prizes will be awarded to the competitors

sending in what are adjudged to be the best

photographs submitted up to August 31st, 1932.

3.—In the event of two or more photographs being

considered of equal merit, any or all of the prizes

will be divided accordingly. The decision of the

Judges shall be final.

4.—The right to publish any or all of the entries in

the Telegraph Pictorial Supplement is reserved.

5.—Photographs which have been already entered in

local competitions will be ineligible.

6.—No photographs will be returned.

7.—Photographs, preferably in black and white, must

be addressed to the Editor and must bear on back

the name and address of competitor.

8.—No correspondence will be entered into in

connexion with the Competition.

9.—The six "Agfa" cameras donated by Messrs.

Waibel & Co. ("Defag") may only be competed

for by local school-children. Each entry in this

section must bear the name of the competitor

together with that of his or her school.

THAT "SNAP" MAY WIN \$60.00!

POST OFFICE NOTICE

Letters and postcards for Europe and South America are forwarded
"Via Siberia" if so superscribed.

INWARD MAILS.

From	Per	Date
Japan, Shanghai and Europe via Siberia (London, 20th June)	Hakusan Maru	July 9.
Shanghai and Swatow	Sinkiang	July 9.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 10th June)	Pres. Adams	July 9.
Europe via Negapatam (Papers only) London, 9th June	Kashima Maru	July 9.
Shanghai and Amoy	Tai Yuen	July 10.
Japan	Takada	July 10.
Shanghai and Amoy	Takada	July 11.
Manila	Asama Maru	July 11.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 17th June)	Pres. Hoover	July 11.
Australia and Manila	Taiying	July 12.
Manila	Emp. of Asia	July 12.
Europe via Suez (Letters and Papers) London, 16th June and	Kashmir	July 13.
Parcels, 9th June	Rawalpindi	July 13.
Japan	Buenos Aires Maru	July 13.
U.S.A., Canada, Japan and Shanghai (Seattle, 25th June)	Pres. Madison	July 15.
Calcutta and Straits	Tilawa	July 15.
Japan and Shanghai	Rajputana	July 15.
Japan and Shanghai	Felix Roussel	July 15.
Saloon	Angkor	July 19.

OUTWARD MAILS.

For	Per	Date and Time
Haiphong	Canton	Sat., July 9, 2.30 p.m.
Shanghai, Japan and Europe via Siberia	Kashima Maru	Sat., July 9, 3.30 p.m.
Sanashui and Wuchow	Tai Ming	Sat., July 9, 4 p.m.
Manila	Pres. Adams	Sat., July 9, 5 p.m.
Swatow, Amoy and Formosa	Hozen Maru	Sun., July 10, 9 a.m.
Bangkok via Swatow	Kwangchow	Sun., July 10, 9 a.m.
Swatow	Hydrangea	Sun., July 10, 9 a.m.
Amoy	Manila	Mon., July 11, 3 p.m.
*Manila, Makassar and Sourabaya	Tjibadak	Tues., July 12, 9.30 a.m.
*Straits and Calcutta	Takada	Tues., July 12, 12.30 p.m.
Swatow, Amoy and Foochow	Haiyang	Tues., July 12, 1 p.m.
Straits	Achilles	Tues., July 12, 2.30 p.m.
Manila	Pres. Hoover	Tues., July 12, 4.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., C. and S. America and Europe via Vancouver B.C., and Europe via Siberia	Asama Maru	Wed., July 13, 10.30 a.m.
Swatow	Reg.	Wed., July 13, 5 p.m.
Manila	Letters	Wed., July 13, 5.30 a.m.
Shanghai, Japan, Honolulu, U.S.A., C. and S. America and Europe via Vancouver B.C., and Europe via Siberia	(Due San Francisco, 3rd August)	
Swatow	Fooshing	Wed., July 13, 8.30 a.m.
Manila	Tai Yuen	Wed., July 13, 8.30 a.m.
Swatow, Amoy and Foochow	Buenos Aires Maru	Thurs., July 14, 10.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Tevere	Thurs., July 14, 12.30 p.m.
Swatow, Amoy and Foochow	Emp. of Asia	Fri., July 15, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Parcels	15th 5 p.m.
Swatow, Amoy and Foochow	Registration	15th 9.15 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Letters	15th 10 a.m.
Swatow, Amoy and Foochow	(Due Vancouver B.C., 1st August)	
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Kiangchow	Fri., July 15, 10.30 a.m.
Swatow, Amoy and Foochow	Parcels	

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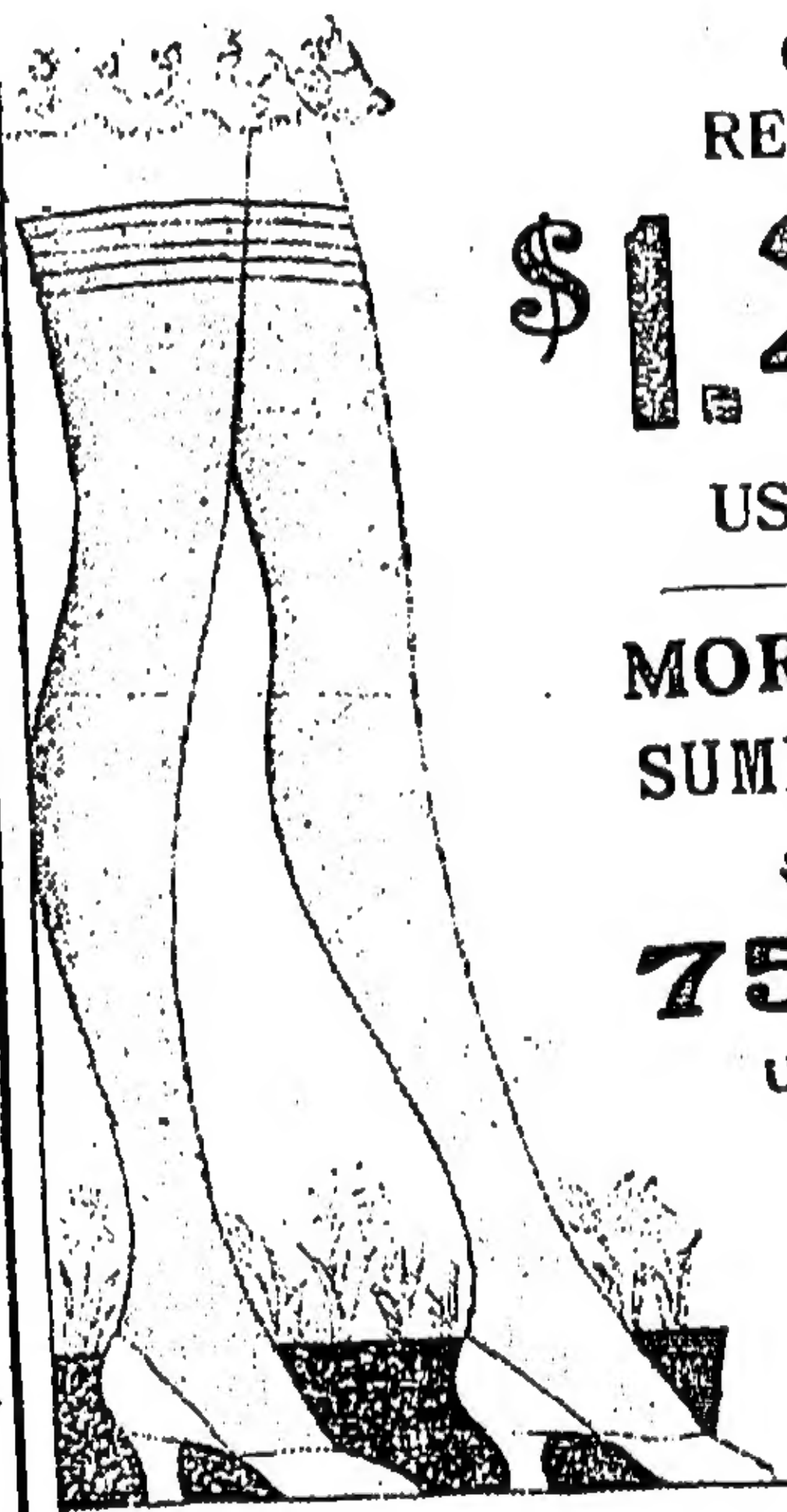
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THE VOLUNTEERS

CORPS ORDERS FOR THE COMING WEEK

Hongkong Volunteer Defence Corps Orders by Lieut. Colonel L. G. Bird, D.S.O., O.B.E. Commanding Hongkong Volunteer Defence Corps. Friday, July 8.

(a.) Corps Signals.—Parade at Headquarters at 5.30 p.m. on Friday, 15th. July.

(b.) Machine Gun Company.—1. Recruits will parade at 5.30 p.m. on Tuesday, 12th. Instant. 2. Class "A" Machine Gun Training under A/C. S.M. Terry. Urquhart. Dress for under Serge. Rifles, Belts and Side-arms. 3. On Friday, 15th. Instant, the Company Signaller under Captain W. H. G. Goater, D.S.O., M.C. and Instructor Machine Gun Class will all parade at 5.30 p.m. at Headquarters.

(c.) Anzac Company.—1. Parade at Volunteer Headquarters at 5.30 p.m. on Monday, 11th. July for Machine Gun Instruction. 2. N.C.O.'s. Class will be held on Friday, 15th. July at 5.30 p.m. All N.C.O.'s. are requested to attend.

(d.) A.A.L.A. Company.—No. 1. Sec. A.P.C. and No. 2. Sec. H. K. Electric. The usual weekly instruction parades are suspended till further notice. Instead the two sections will parade together on the first Thursday of each month at A.P.C. Installation, North Point at 5.30 p.m. Members are strongly urged to attend as often as possible intermediate parades with No. 3 Section, Centre at Headquarters every Monday at

5.30 p.m. Other Sections will parade according to the following time table:—No. 3 Section, Centre, at Headquarters at 5.30 p.m. on Monday, 11th. July. No. 5 Section, Kowloon Cricket Club, at Kowloon Cricket Club at 6 p.m. on Tuesday, 12th. July. No. 4 Section, Kowloon Dock, at Kowloon Dock at 5.30 p.m. on Friday, 15th. July.

(e.) Machine Gun Troop.—There will be a parade at the Riding School, Mount Caroline Road at 5.30 p.m. on Tuesday, 12th. July. (f.) Portuguese Company.—A course of classes and lectures on interesting and instructive subjects will be held during the months of July and August, on Tuesday evenings at 5.30 p.m. All N.C.O.'s. are expected to attend, and any other member of the Company who is interested, may do so. When the training season commences, the position regarding existing N.C.O.'s. and promotions generally, will be reconsidered in the light of the attendance at these lectures.

The second lecture will be on Tuesday, July 12th. "Communications" by Lieut. J. H. Bottomley, O. C. Corps Signals.

(g.) The Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:—

I. Engineer Company. II. Armoured Car Section. III. Motor Machine Gun Section. IV. Scottish Company.

The Commandant deeply regrets to have to announce the death of No. 1222 Private P. L. Morales of the No. 12 Platoon, Portuguese Company on 6th. July, 1932.

All ranks of the Corps tender their deepest sympathy to the bereaved.

Rifles and Bayonets. All rifles, bayonets and scabbards will be handed into Volunteer Store as soon as possible for the Annual Inspection by the Armourer.

All the above must be in a thoroughly clean condition when handed in. (repeated).

Struck off the Strength. Permitted to resign. No. 1808 Pte. E. C. Fincher, A.A.L.A. Company as from 8.7.32.

Transferred to another Port. No. 1012 Pte. R. Murray, No. 7 Platoon, as from 29.6.32.

No. 1513 Cpl. F. C. B. Black, No. 4 Platoon as from 6.7.32.

No. 1712 Tpr. D. F. C. Cleland, Machine Gun Troop, as from 8.7.32.

Having been dismissed. No. 1136 Bdm. F. A. Barretto, Corps Band, as from 13.5.32.

No. 1484 Bdm. R. E. Costa, Corps Band, as from 23.5.32.

The following have been taken on the Strength: 1911 Pte. W. S. V. Curtis, A. S. C. Cadre 14.6.32.

1912 Pte. M. H. Large, A. S. C. Cadre 14.6.32.

1913 Pte. J. G. Meyer, A. S. C. Cadre 20.6.32.

1914 Pte. G. Henderson, A.A.L.A. Company 22.6.32.

1915 Pte. C. Neave, A.A.L.A. Company 25.6.32.

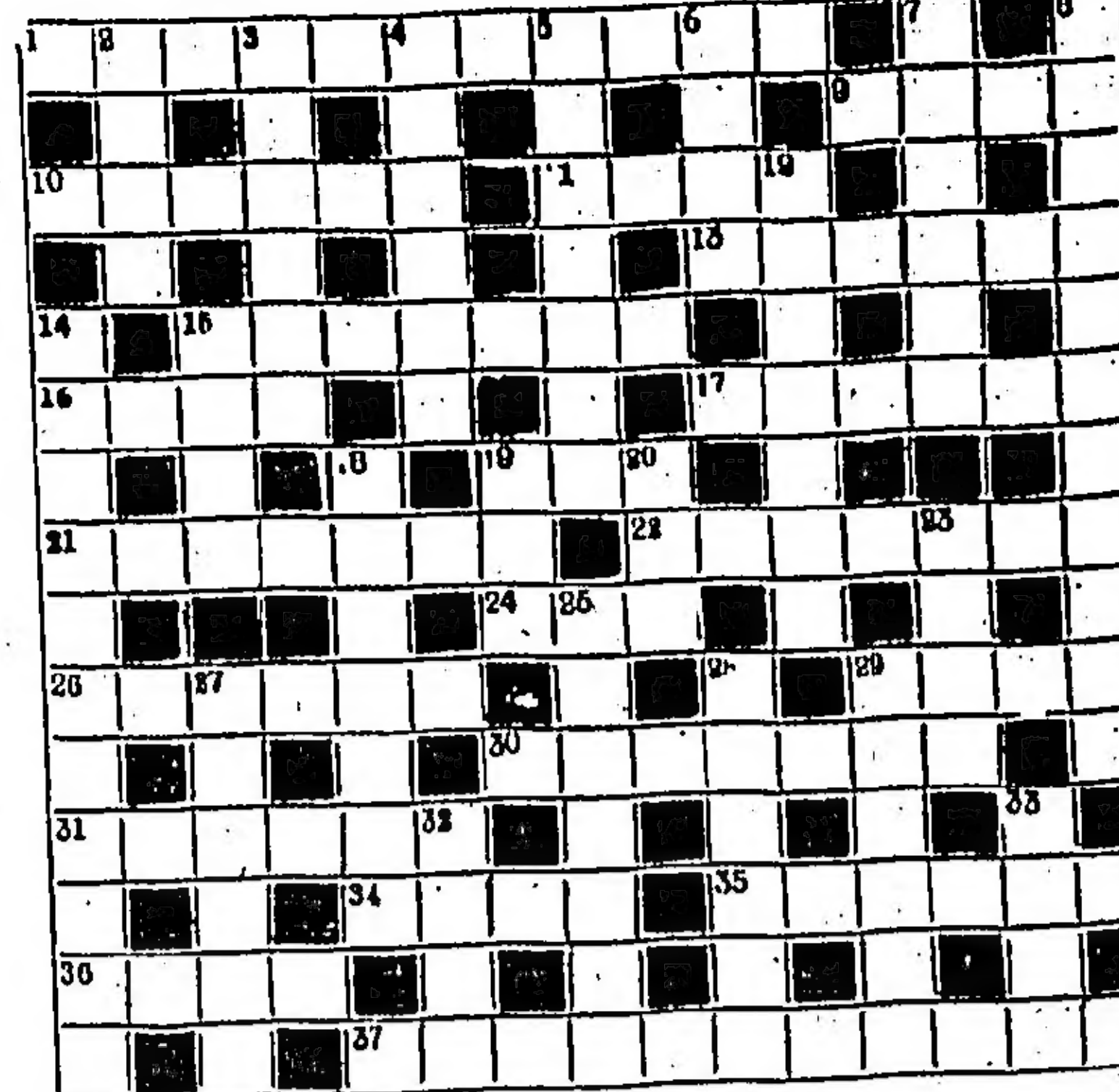
1916 Pte. P. E. Baskett, A. S. C. Cadre 25.6.32.

1917 Pte. L. Blair, No. 2 Pln. 4.7.32.

Leave. No. 1670 Tpr. H. F. Green, Machine Gun Troop, leave extended to 30.9.32.

W. H. G. GOATER, CAPTAIN, Adjutant, H. K. V. D. Corps.

OUR BRITISH CROSSWORDS



Across

- 1 "Credit loans" to those who have good ones (anag.).
- 9 It sticks on the countryman's clothes—and in his speech.
- 10 Mischievous boys are often so treated when collared.
- 11 The about fifty for the top of the house.
- 13 T and M will give you the smart turn-out.
- 15 The learned doctor divides the fruit among the packman.
- 16 An unpleasant expression.
- 17 If you steal a letter from this sympathiser you will make him intensely malicious.
- 18 This bird would probably be tough, but—
- 21 This is more so.
- 22 His work is largely the result of his impressions.
- 24 The unconsidered details of a sketch.
- 26 You may write down any nonsense for this.
- 29 Forwarded.
- 30 Mostly described as saucy.
- 31 Military command.
- 34 The warm part of a window.
- 35 Hooligans.
- 36 "And makes us rather bear those— we have than fly to others that we know not of" ("Hamlet").
- 37 A "sign" calls them into action.

Down

- 2 Defeat down and out in the finish.
- 3 Noodle.
- 4 Head.
- 5 In the meanwhile.
- 6 Sounds merry—till upset.
- 7 You'll have to make a mess of

- 8 Think beforehand if you want to find this word.
- 12 Worn by women. Change the organ to hit the bull—in safety.
- 14 "Slept in lace" (anag.).
- 15 Prue goes to South America for a change and—
- 18 she joins the fairies to be found in pantiles.
- 19 Occurs near the beginning of a ceremony.
- 20 A form of local government.
- 23 Cold comforts.
- 25 Here you take teas winding up with a dance.
- 27 Handle in a clumsy way.
- 28 Hened in church: the air ascends.
- 29 Greatly affected.
- 32 Very incautious in spots.
- 33 This woman is always obliging.

Yesterday's Solution.

RAMPAGE EPHRAIM
U-A-W-L-E-Y-O-V-O
MANEATRE ENCHANT
M-A-Y-O-B-K-R-H
A-L-G-A-M-A-W-R-I-C-E
G-E-V-N-I-P-C-R
E-A-R-N-E-S-T-L-O-S-E-N-S
E-N-E-R-G-Y
V-E-N-I-B-O-N-C-U-R-T-A-I-N
I-O-E-O-A-S-S-L-U
N-A-V-E-S-T-U-B-E-F-I-L-M
E-P-E-B-C-I-L-G-E
G-O-L-I-A-T-H-N-E-I-T-H-E-R
A-S-T-O-L-E-E-N-T-A
R-E-Y-N-A-R-D-T-R-E-S-S-E-L

PLAIN CREPE DE CHINE 27"	1.00 a Yd.
BEST KINSHA CREPE 27"	1.00
HEAVY SPUN RADIUM 27"	1.00
PLAIN TROPICAL CREPE 27"	1.00
HEAVY QUALITY STRIPED SHIRTING SPUN CREPE	1.00
HEAVY QUALITY BROAD STRIPED AND SILK SPUN CREPE (For Dresses and Shirts)	1.00
CHEAP LINING SILK 27"	3 Yds. for 1.00
HEAVY LINING SILK 27"	2 Yds. for 1.00
COLOURED FUJI SILK HEAVY QUALITY 29"	2 Yds. for 1.00
STRIPED FUJI SILK 27"	1 1/2 Yds. for 1.00
PLAIN GEORGETTE 36"	2 Yds. for 1.00
GENTLEMEN'S NECK TIES	4 for 1.00
GENTLEMEN DAMASCENE CUFF LINKS 3 Pairs	1.00
GENTLEMEN'S SOCKS	3 Pairs 1.00

THE HONGKONG SILK STORE

60, Queen's Road C.

FELIX HAT SHOP.

YORK BUILDING—NEXT TO MOUTRIES.

Just Unpacked a Big Assortment of

WASHING FROCKS

In Printed Voiles, Embroidery Anglaise, Tailored Art Silks, Cotton Mesh and Spotted Muslin.

Including a large number of out sizes 40 to 52.

LIPTON'S

CHOICEST PURE CEYLON TEA From all Compradore Stores.



Agents:—W. R. LOXLEY & CO.

Your need these for the Summer.

PHARMACY'S SUNBURN LOTION PRICKLY HEAT LOTION MOSQUITOL AND COCKROACH POWDER THE PHARMACY.

Phone 20345.

FRECKLES AND HIS FRIENDS



He Minds Well!

By Blosser

WE'RE AFRAID IT'S GOING TO BE QUITE A CROWD THAT WILL WALK IN ON MRS. REDFIELD...



A rare old Scotch Whisky is DEWAR'S, a real aristocrat blended and ripened by men of skill and experience. DEWAR'S stands supremely alone in its perfection of bouquet, flavour and strength.

DEWAR'S

"White Label"

FINEST SCOTCH WHISKY

Sole Agents:—

A. S. WATSON & CO., LTD.

NEW RADIO!

We have pleasure in announcing the arrival of two new models from the well known makers—

RCA-VICTOR.

Model R-4 is a 7 valve Super-Heterodyne.

Model R-8 has 8 valves.

Both are table models of unusual power, incorporating such features as Super-Control, Screen-Grid Radiotrons, Automatic Volume Control, Pentode output, and the inherent sensitivity, selectivity and tone quality of the RCA-Victor Super-Heterodyne.

CALL FOR DEMONSTRATION AT

S. MOUTRIE & CO., LTD.

Chater Road.

INTRODUCING

NEW SHOES

BLUE AND RED SANDALS

WHITE KID.

WHITE LINEN.

COLOURED LINEN.

BROWN & WHITE

COURT.



For Evening

A NEW SILVER KID MODEL.

LANE, CRAWFORD, LTD.

LADIES' DEPARTMENT.



Has seen eleven depressions come and go Studebaker expects to see more depressions COME AND GO, because at the end of 80 years instead of being unsteady and spent, Studebaker is in the finest fighting form, more closely trained, and better prepared to fight the battle of competition than at any time in its history.

The dolorous wailings of some people to-day remind us of an authentic papyrus recently uncovered portraying the following conditions in Egypt some forty centuries ago.

"A few lawless men are depriving the land of sovereignty. The laws are cast out and men walk upon them in public. The lawbreaker is lord of wealth; the rich man has lost all. Scanty is gold; craftsmen are without work; the reaper of the harvest gets nothing, while he who plowed not, profits. The land is depleted. There are more rulers than ever. I show thee a land turned upside down." True many cracked up in those days just as the cracking up of croakers continues to-day. But remember times of stress stimulate and develop leaders.

STUDEBAKER IS FORGING AHEAD.

THE HONGKONG HOTEL GARAGE

The Hongkong & Shanghai Hotels, Ltd. Incorporated in Hongkong. Stubbs Road.

FUNERAL.

The funeral of the late Mr. Woo Hay Tong will take place on Monday, the 11th instant. The cortege will leave 15, Kennedy Road at 2 p.m. and will proceed via Kennedy Road, Queen's Road East, Arsenal Street, Hennessy Road and will reach Mount Caroline at 3.30 p.m.

The Hongkong Telegraph.

SATURDAY, JULY 9, 1932.

CHINA CURRENCY REFORM

Not for the first time are plans under way for the abolition of the tael as the medium of exchange in China. The latest development is a conference in Shanghai between Mr. T. V. Soong and representatives of the Native Bankers' Guild and the Chinese Bankers' Association, at which the idea has been once again explored. As an outcome, it is said that the change may be put into effect in the immediate future. In view, however, of past experience and of the objection to the move which is likely to come from vested interests, the sceptics may be pardoned for being somewhat doubtful of very early action. Like so many other very necessary measures of currency in China, this tael abolition movement has been hanging fire for many years now. Gradually, however, the pressure of sound economics is being felt, and, sooner or later, the change must come about. This is only one step in plans which will have to be devised to give China a fixed recognised standard of currency.

The tael, of course, is a weight of silver; not an actual coin. As a unit of silver money, its fineness, size and value vary from place to place. Naturally, therefore, it is a very complicated mechanism of finance. There are hundreds of different weight, and, if possible, still more kinds of money taels existing in China. As a well-known authority has pointed out, the sycee tael, which has served China for nearly a thousand years, is really archaic in constitution, and its gradual disappearance as a medium of currency is coming about by natural

causes. In Peking, for example, taels have ceased to exist, and the only three places where sycee taels still form one of the media of exchange are Shanghai, Tientsin and Hankow. Even without official interference, the tael is being surely supplanted by the dollar, and there are hopes that official action will now give further impetus to a natural movement. It may be recalled that in 1928, the National Government decided that the tael as currency should be abolished after July 1st, 1929, when the Shanghai Mint was intended to produce a new uniform dollar as sole legal tender coin. Although the originally fixed date has had to be postponed repeatedly by force of circumstances, it is hoped that the total extinction of the sycee tael will materialise within a reasonably short period. Since the last definite proposal was made in Nanking, the Kemmerer report has been issued. This, as is known, envisages two main aims—the replacement of China's confused currencies by a uniform and nation-wide system, and also the introduction of a gold standard. But here, again, the proposals, although worked out in great detail, have remained pigeon-holed up to the present.

One point stressed at the latest Shanghai conference is the fact that native bankers have always fought changes which are likely to do away with the fluctuating differences between the tael and the dollar, as they derive profits therefrom. This factor may also be cited as having barred the way to other reforms in the past. Indeed, certain banking interests have for this very reason been opposed to China's adoption of a gold standard, and it is worth recalling that here in Hongkong, during the currency controversy, much of the opposition to the suggestion that the Colony "go gold" was from quarters which feared that the existing exchange business would be hit by such a reform. To revert to the Chinese developments, it is essential, both from the commercial and financial standpoints, that the present muddled state of the country's currency should be brought to an end. If gambling in exchange is lessened as a consequence, this will be all for the best. When all is said and done, the gains of speculators cannot be taken into serious account when compared with the benefit which sound currency reform implies.

Better Films.

The progress of the film in England well illustrates the British "genius" for letting things grow haphazard, and for shrinking tasks of practical idealism. Platitudes are uttered in plenty about the great power of the cinema for good or evil, but practically nothing is done to guide the development of this potent agent of entertainment and instruction along the most desirable lines. Indeed, the British cinema is still largely under the domination of the half-wits of Hollywood, and many good citizens have long despaired of ever seeing it otherwise. The proposal for setting up a National Film Institute, referred to yesterday by the Telegraph film correspondent which would endeavour to make the screen a definite factor in the national well-being instead of, as at present, largely a pollution of the minds of young and old, is therefore one that commands the warmest approval. So good is the project that one is constrained to wonder whether it will ever become a living reality, frowned upon as it may be by powerful vested interests. The ideal, as one sees it is this. First and foremost, British films for British people. Films should be clean without being dull. The two things are not incompatible, though the majority of American producers seem to think so. Wholesome human amusement, real life instead of stark travesty, and humour to make one forget in laughter the cares of the day, would be available in abundance. Then the cultural possibilities of the film would be shrewdly de-

DAY BY DAY

A NATION THAT CEASES TO PRODUCE ORIGINAL AND INVENTIVE MINDS, BORN TO ADVANCE THE LANDMARKS OF KNOWLEDGE OR SKILL, WILL REcede FROM STEP TO STEP, TILL IT LOSES EVEN THE SECONDARY MERITS OF IMITATION AND INDUSTRY.—HALLAM.

The Gazette contains revised regulations regarding motor-boats, with scale of charges.

The names of Drs. Tsai Ai Lee and Loh Mung Sun have been added to the list of medical practitioners.

It is notified that his Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Tuesday, 2nd August, at 10 o'clock in the forenoon.

During the quarter ended June 30th, seven samples of bread, six of milk and one of honey were examined under the Sale of Food and Drugs Ordinance. All were genuine.

His Excellency the Officer Administering the Government has made the following appointment in the Anti-Aircraft Light Automatic Company of the Hongkong Volunteer Defence Corps:—No. 1844 Private John Campion Dunbar to be Lieutenant.

His Excellency the Officer Administering the Government has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. Manuel Rivera Iglesias as in charge of the Consulate General for Peru in Hongkong.

His Excellency the Officer Administering the Government has appointed Mr. R. M. Henderson to act as Director of Public Works. Mr. Henderson is also to be an Official Member of the Legislative and Executive Councils, and Vice-President of the Sanitary Board.

Messrs. Gilman & Co., Ltd., advise that so many enquiries have been received for the Simpson's Self-Raising Flour Recipe Book, that the supply has run out. They expect to receive shortly a good supply of a new edition that is now in the press. They will keep a list of those desirous of receiving a copy of the Recipe Book which is acknowledged to be one of the finest produced in the British Empire.

veloped. It would bring home to the eye and ear, in enthralling form, the inexhaustible wonders of the world, of nature, of the human race, of science, of man's power to do and to dare. The film would be something helping to make all of us better citizens, and to intensify the bonds of Empire. When one thinks of what the film might be, and of the base uses to which it has been prostituted, one is filled with anger and despair. So much damage has been done that a large section of the public will have to be re-educated in film-going. A blast of pure air will have to blow through their vitiated tastes. It will be a gigantic task, but it is assuredly worth undertaking. Our constructive idealists, however, will need all the courage, enthusiasm, and persistency they can command. The way will be long and arduous.

Bulls and Inners

From the Office Butts.

Our deep-sea life expert informs us that the fifteen-foot snake ob-served by the intrepid voyagers to Macao, was, in all probability, the larvae of the *Dipnoemius Dragoneus Cheungchans*.

And talking of American sport stars, shouldn't this golf wizard be named "Genii" Sarazen?

A family of five in Warsaw claim to be able to read each others' thoughts. Kind of telepath Poles!

A reader says taking Home leave costs more than it used to. So, for that matter, does staying in Hongkong.

The only signs of economy we see in Hongkong these days are bodily to be found in the bathing costumes at Repulse Bay.

Some of Hongkong gossip should join the tale-waggers' club.

We read that a firm of brewers is publishing a staff magazine. A barrel-organ?

Traffic police in England attend lectures on map reading. Kind of roads scholars.

Little Bo-Peep is now feeling cheap. And the reason may thus be deduced—With thoroughness grim, she decided to "skim". To a figure absurdly reduced.

One of life's mysteries is why a woman will pay \$10 for a pair of stockings that give the impression that she isn't wearing any.

Kitchen devices will now do almost anything except take the place of a good, old-fashioned cook.

"Austin Should Beat Vines Today," said a contemporary last Saturday, after having, three days previously, dubbed "Crawford Likely Champion." Well, if a British player isn't champion, it was no fault of the newspapers!

"Philatelist Dies in Want," says a heading. He appears to have been financially licked.

We hear of a woman who attacked her husband with a tin-opener. Maybe he was canned.

Most women, says a writer, can hold their own in a battle of tongues. The trouble is that they don't.

Typhoons are usually preceded by hot air. Maybe that's why we are always liable to a blow in the Hongkong.

A cartoonist depicts teething rings for baby cars. It is presumed that they already have their rattles.

It is some consolation to poor swimmers to know that they can make a splash at the seaside.

If things had only gone as they were going back in 1929, the United States would by now probably have been full of two-yacht families.

There seems to be a craze now for the removal of teeth and tonsils. In the interests of bodily health. Very soon, the specialist won't have anything left to pull, except your leg.



"You used to call me sweet-heart before we were married. Now you don't call me anything."

Guards on some of the railways in North China use bugles. In case of danger, they blow the communication chord!

A Peckite says he thinks Kowloon people are too narrow in their outlook. Suffering from peninsularity, in fact.

This suggestion of currency reform in China is an old tael!

After all, the bulls and the bears in Ice House Street wouldn't get far if it weren't for the goats.

One thing, if Prohibition is abolished in America, it will facilitate getting the low-down on the high-ball.

Kowloonites who often have difficulty in getting a seat on the bus have a standing grievance.

A local resident says he hasn't worn a hat for six years. Seems to be a non-top record.

A man lent Henry Ford two cents the other day with which to buy a stamp. It is understood, however, that he does not intend trying to get into the talkies or vaudeville on the strength of it.

The exploits of the Graf Zeppelin have been described as "a tonic to aviation." Yes, Teutonic!

The recent production of a seven-pound grape-fruit suggests the possibility of a combined breakfast and shower-bath for late risers.

The latest thing in women's hats resembles the postman's cap. It should attract the males.

Judging from the sun-bathers we see on the beaches, lots of Hongkong people don't mind being done brown.

According to a psychologist, anyone can waken at a predetermined hour by concentrating on it. The triumph of mind over matters.

It's strange thing, but some women can talk for an hour on incidents which left them speechless.

A golf course near Dundee is said to be haunted. It's thought that some Scotsman lost a ball there in 1678.



"Now that I've had four years of college, maybe I ought to get married, or something."

The
NEW
SUPER-MODERN
SPARTONS

Authorized Dealers:—
IDEAL RADIO SERVICE. Tel. 27804.
Distributors:—HONGKONG HOTEL GARAGE Tel. 23124.

Hongkong Telegraph.

PICTORIAL SUPPLEMENT

SATURDAY, July 9th, 1932.

336,169

NET PAID CIRCULATION FOR FIRST
QUARTER OF 1932.

Certified by Messrs. Lowe, Bingham and
Matthews Chartered Accountants.

IT PAYS TO ADVERTISE IN
THE HONGKONG TELEGRAPH.



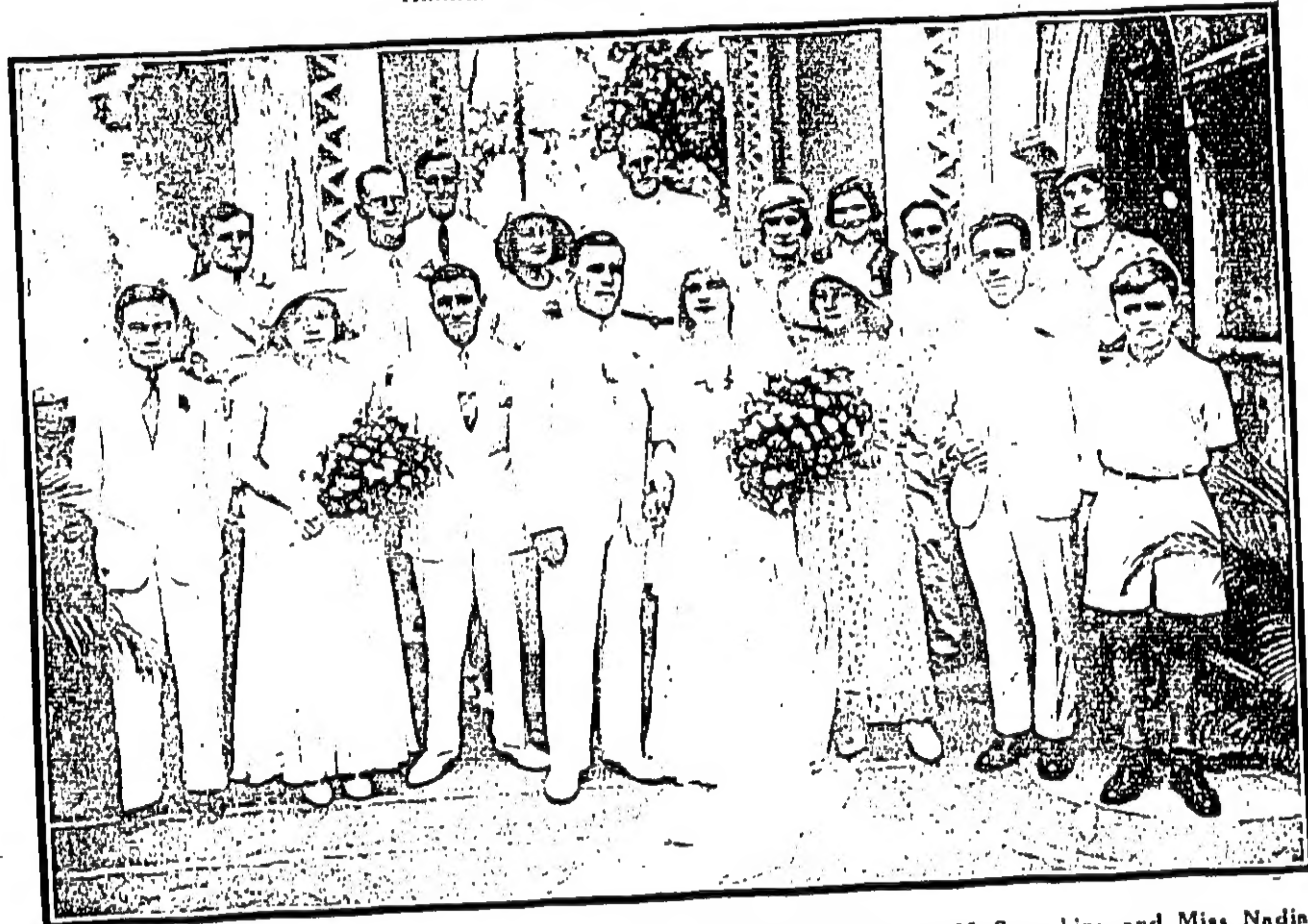
The new building of the Chinese Public Dispensary at Kowloon City was last week officially opened, the ceremony being performed by Mrs. E. R. Hallifax. The above group was taken during the afternoon. (Photo: A. Fong).



Mr. Denis Hazell and Mr. S. A. Gray who recently gave a demonstration of badminton at the Radio Sports Club ground. (Photo: Ming Yuen).



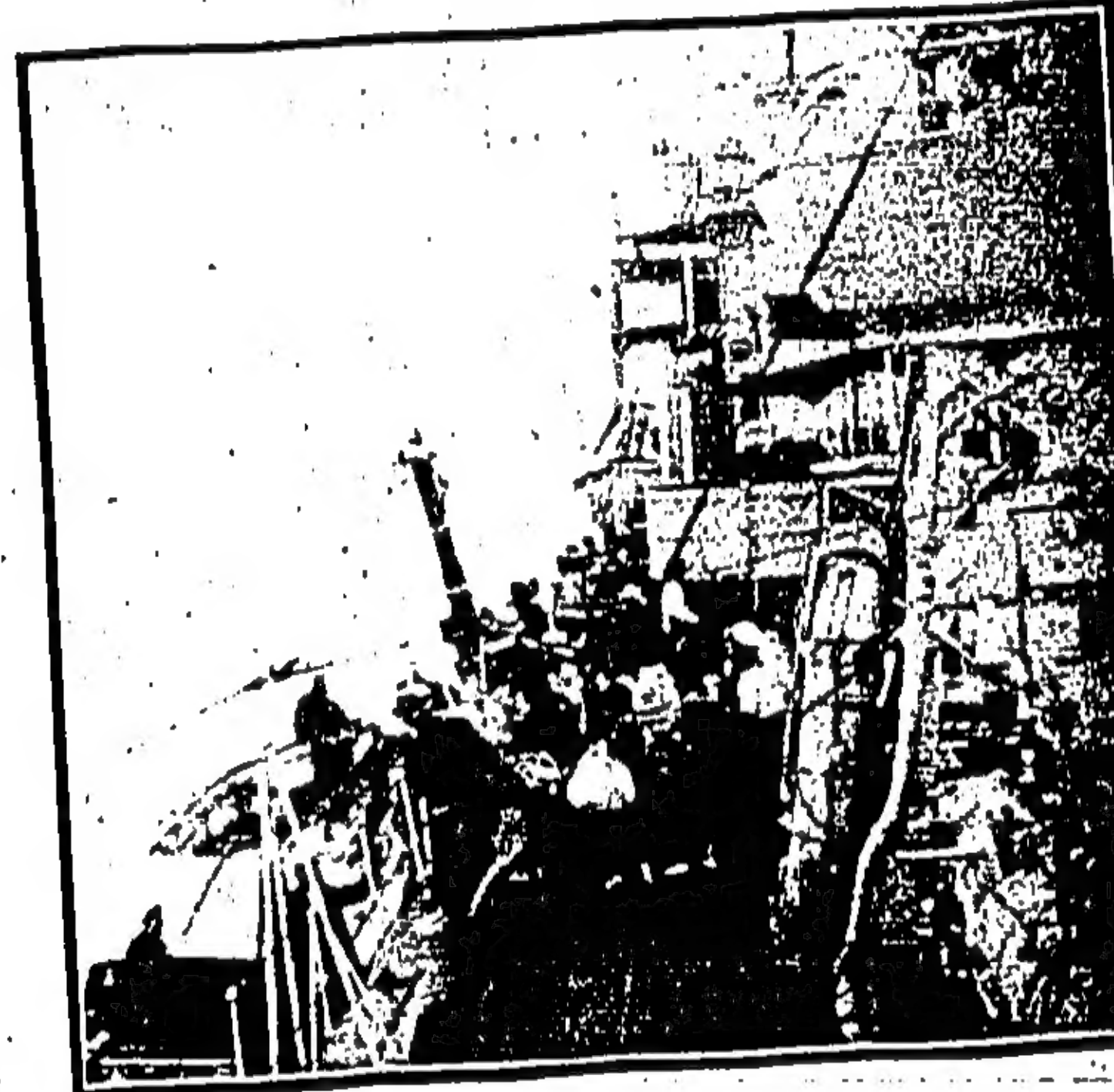
The late Mr. John Lee, who came to Hongkong as far back as 1864, passed away last week aged 89 years. He is here seen in the uniform of an Inspector of the Police Force, from which he resigned in 1892.



The bridal party at the wedding, at St. John's Cathedral, of Mr. W. M. Seraphina and Miss Nadia Basargin. The bride was given away by Mr. S. R. Ambrose, Miss Sophie Shirazee was bridesmaid, and Mr. S. F. McGrath was best man. (Photo: Ming Yuen Studio).



Group taken at the wedding, at the Rosary Church Kowloon, recently, of Mr. Reginald Danenberg and Miss Caroline da Cruz. (Photo: Mee Cheung).



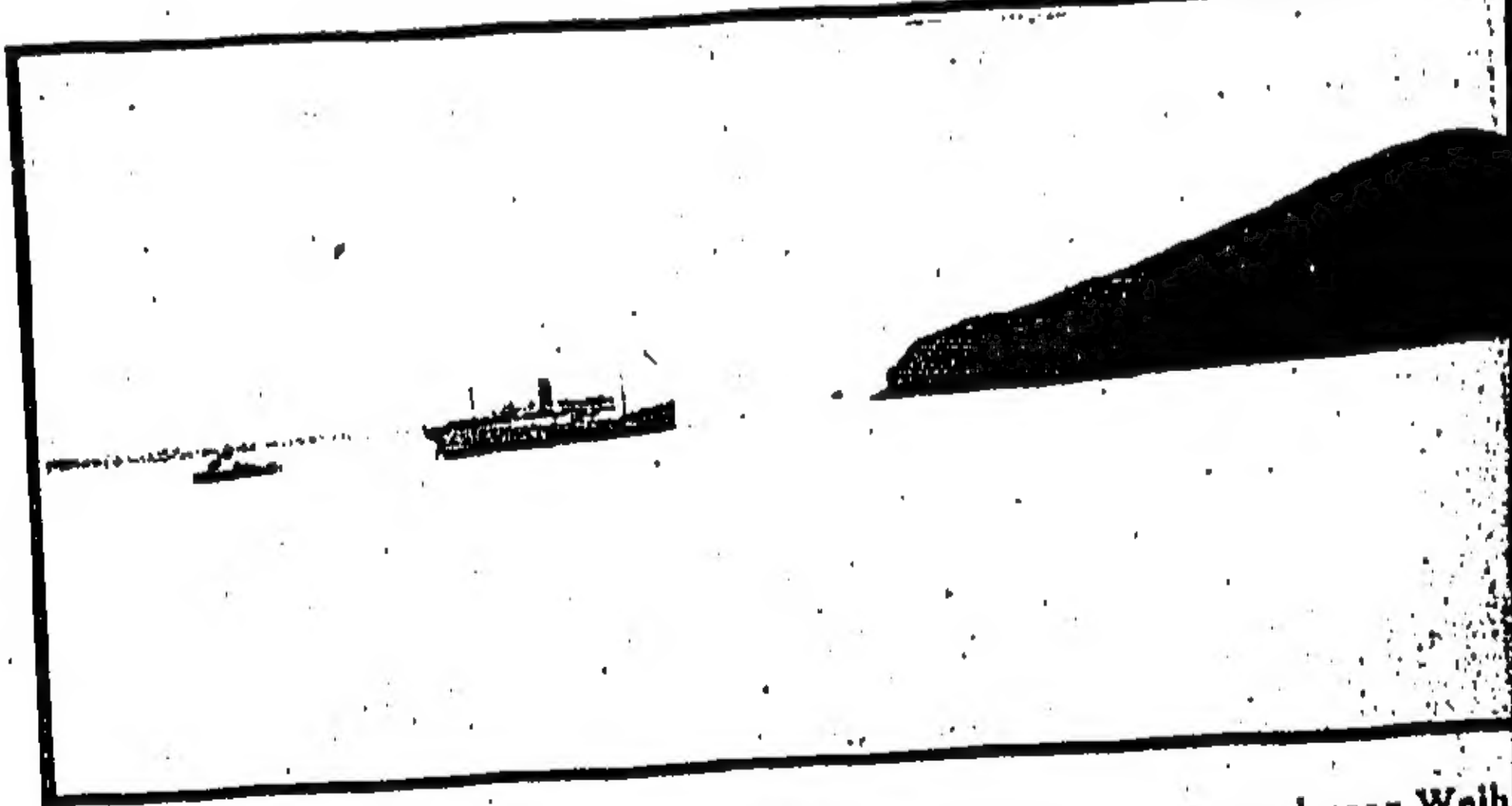
Picture shows passengers from the China Navigation Company's s.s. Shengking aboard H. M. S. Wren after the steamer went aground on the Shantung Promontory recently.



The above group was taken at a party given at Gloucester Building by the Fukien Commercial Association to General Tsai Ting-kai, seen seated third from right. On his right is Mr. To Sze-tuen, the Chairman of the Association. (Photo: Ming Yuen Studio).



One of the rinks in the Second Division Lawn Bowls League match between Craigongower and the Electric Company last Saturday. (Photo: Ming Yuen).



The China Navigation Company's s.s. Shengking is here seen aground near Weihai recently, a tug endeavouring to pull her off. She was later successfully refloated.



Another snap of the bowls match between Craigongower seconds and the Hongkong Electric Company. (Photo: Ming Yuen Studio).



Craigongower's second team had no difficulty in defeating the Hongkong Electric Company last week. Photo shows the game in progress. (Photo: Ming Yuen).



The U.S.R.C. and the I.R.C. recently met in a Mixed Doubles League match, the former easily. Picture shows the players who took part. (Photo: Ming Yuen Studio).

Summer Underwear

as you like it.



Far be it from us to tell you just what underwear you should wear in Summer. You may like artificial silk—you may be a wool-all-the-year-round man, you may find life unbearable in anything but India Gauze.

It is because we realise this so well that we keep all these kinds—and many more. Among them you are sure to find underwear as you like it—at your price.

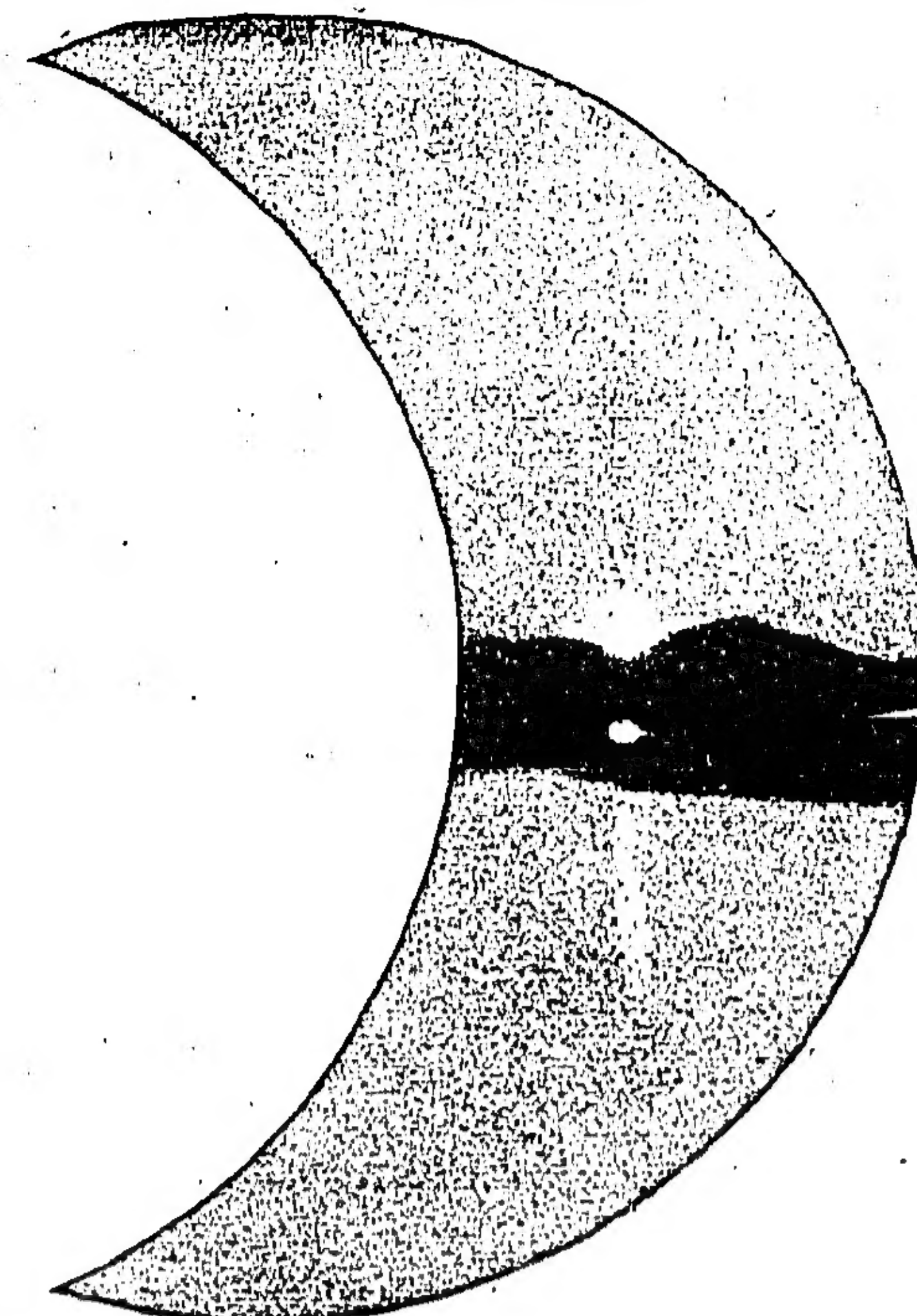
Vests From \$4.00
Drawers From \$4.00
Combination Suits From \$6.50
Less 10% Cash Discount.

MACKINTOSH LTD

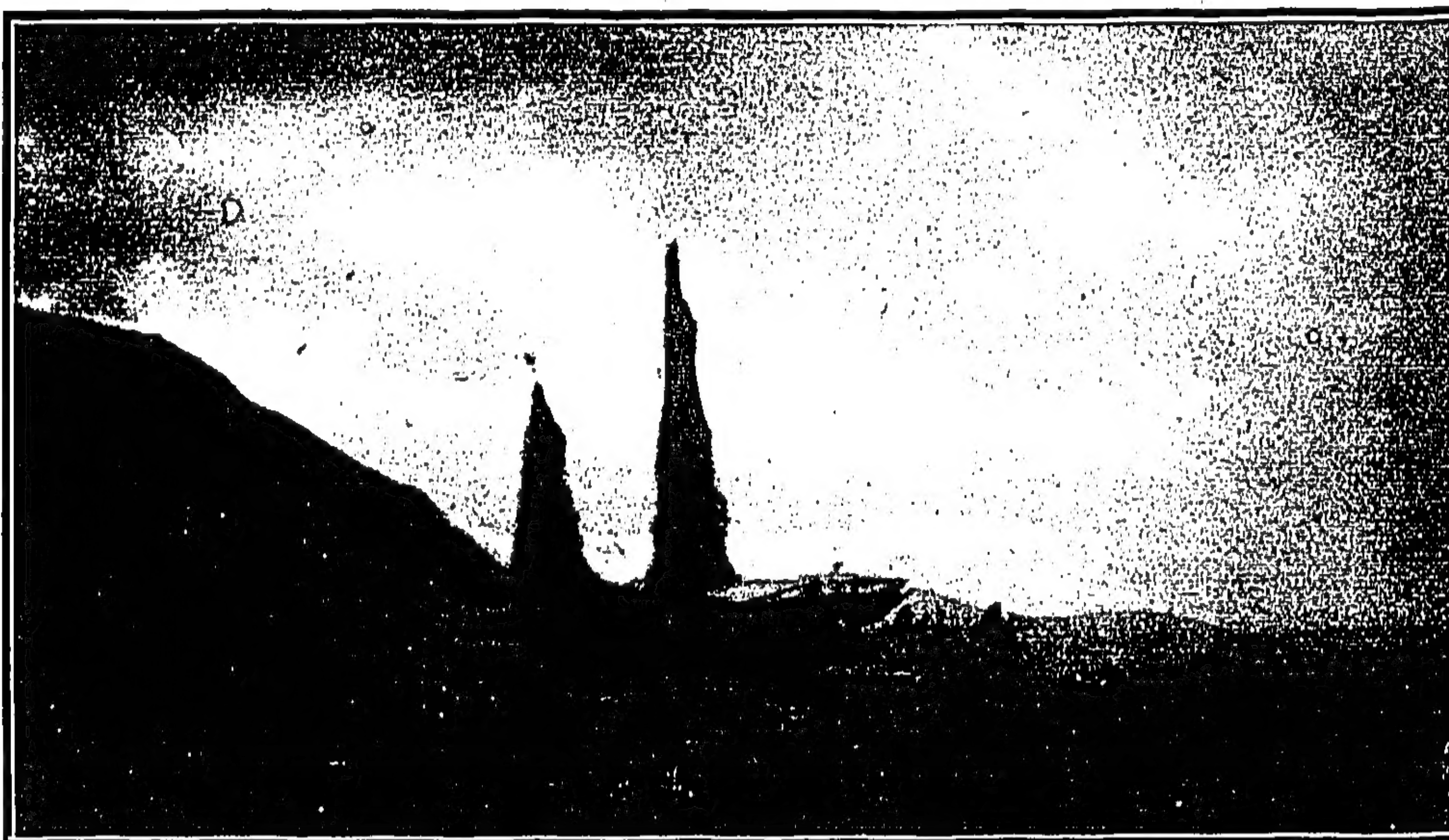
"TELEGRAPH" SUMMER AMATEUR PHOTO COMPETITION



"Enjoying Life at Repulse Bay" is the title given to this entry by Major J. D. Joyce.



"Over the Hills and Far Away," entered by Mr. W. G. Harrison.



This sunset study, showing a junk in silhouette, is by Mr. P. A. Laroche.



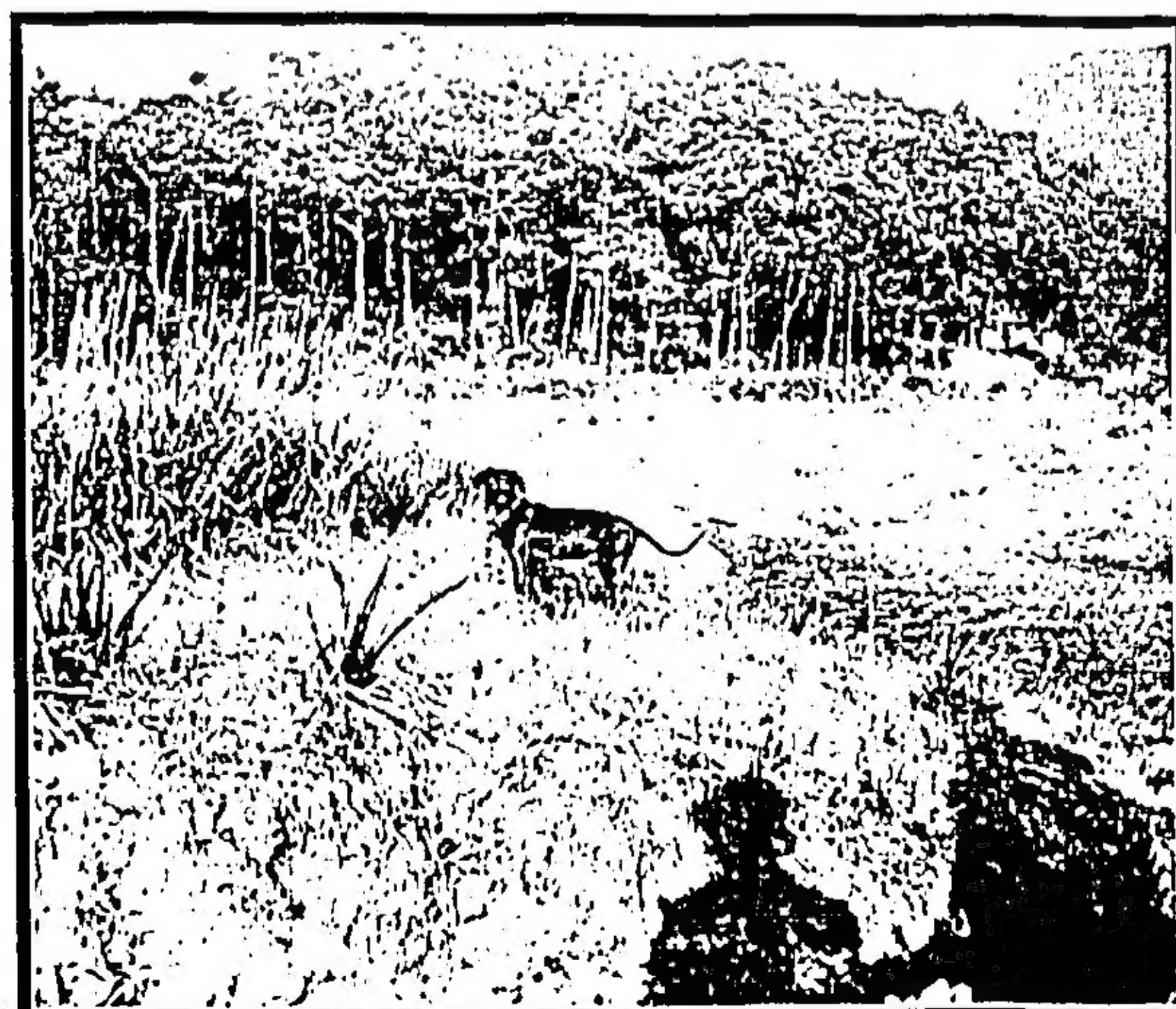
"After the Rains," a waterfall study by Mr. J. Fletcher.



"Stanley Bay." An effective entry forwarded by Major J. D. Joyce.



Mrs. H. Green enters this picture, entitled "Song Without Words."



"The 'Come In' Whistle," sent in by Mrs. H. Green.



"Two of the Nudisti," an entry by Mr. D. I. Mackie.

For Radiant Health
OVALTINE
COLD

WHITEAWAYS.



MEN'S
TENNIS
AND
SPORTS
SHIRTS

All English Manufacture in Twill, Cellular and Taffeta Long or Long Sleeves.

\$3.50, \$5.00

&

\$6.50.

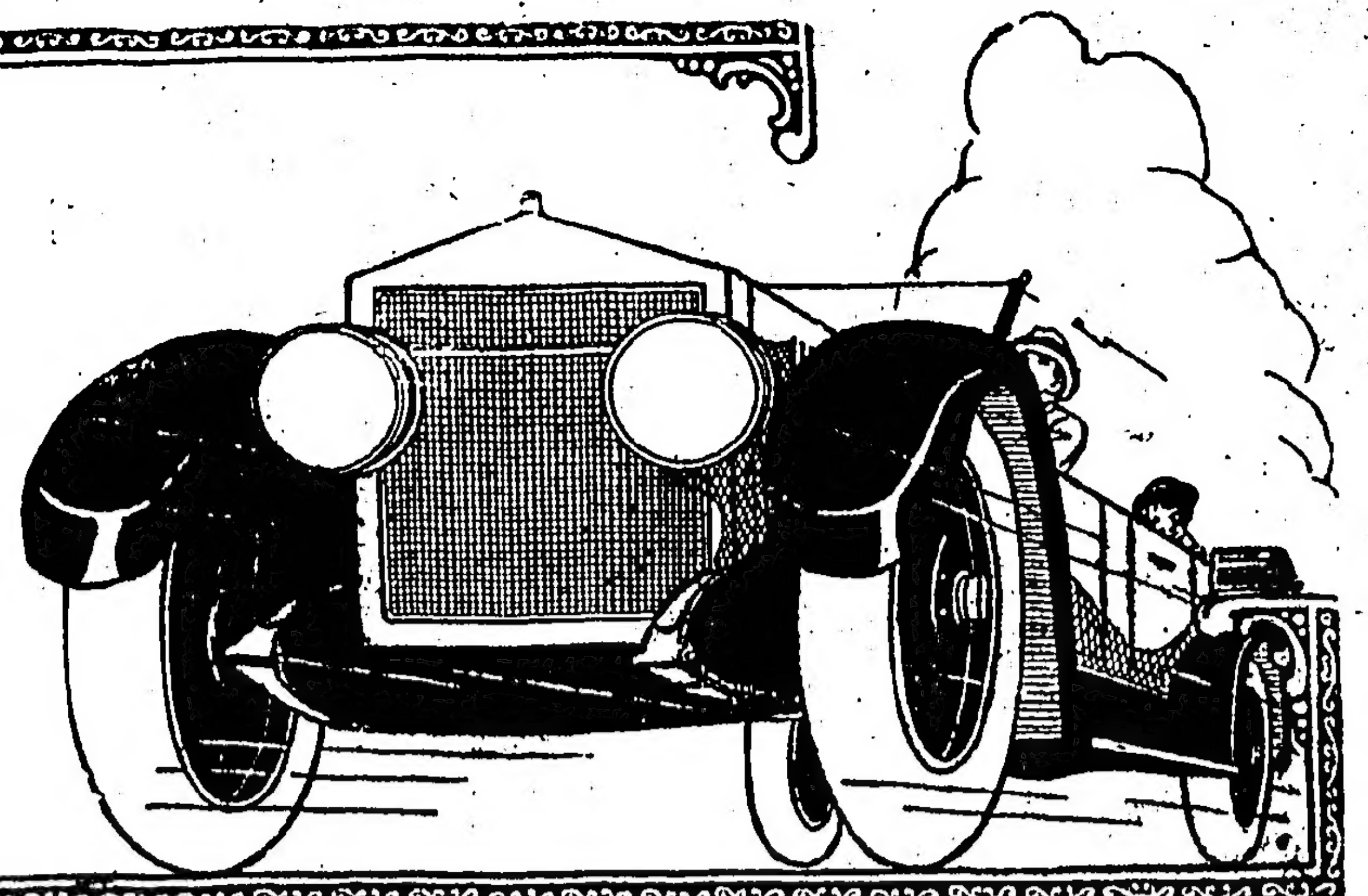
WHITEAWAY, LAIDLAW & CO., LTD.

Particulars of the
PHOTOGRAPHIC COMPETITION

will be found on Page 4.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 9th JULY, 1932.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



ROADSIDE AID.

A.A. Assistance.

The Automobile Association has just compiled a Return of the mechanical assistance rendered by A. A. patrols for the months of April, 1932. The various roadside 'troubles' are classified under different headings, and thus an interesting insight into the most common causes of defect and delay is obtained.

No less than 2,306 A. A. members called upon the patrols for assistance owing to carburetor trouble, whilst magneto and ignition failure accounted for 2,296 enforced halts. Tyres come next on the list with 2,060, back axle and transmission 539, and clutch failure also takes a prominent place claiming 386 'victims.'

In all the patrols rendered assistance approximately once in every two minutes of each working day during the month a total of 10,673 cases, of which 96.7% were enabled to proceed under 'their own steam.'

MOTORISTS!

Spark plug deterioration is gradual, but it is nevertheless DEFINITE.

When your engine needs new plugs, as it surely will one day, it is well worth while to have the best.



"Fit & Forget"
K.L.G.



plugs

Sole Agents—
Obtainable from all Dealers—
**HONGKONG MOTOR
ACCESSORY CO.**
Bank of Canton Bldg. 1st floor.
Kowloon Branch—
446, Nathan Road.

FOR ALL CLASSES OF MOTOR Insurance

WRITE
FOR
OUR
PROSPECTUS

China Underwriters,
Ltd.

HEAD OFFICE

Hongkong Bank Building,
a Des Voeux Road Central.
Tel. 28121.

SHIPS THAT PASS IN THE NIGHT.

Lindbergh Beacon of 2,000,000,000 Beam
Candle Power: 40 Per Cent. Night Flying.

If you halt the aviation beacon atop the Palmolive Building in Chicago and direct its beam at a group of people fifteen miles away, a snapshot could be taken at that distant point without additional light, writes Morrow Krum in the "Wheel," the magazine, published by Studebaker.

If you were sitting in an aeroplane forty-six thousand feet above Cleveland on a clear night—which is highly improbable, because aeroplanes rarely ascend to that altitude—you could see the Palmolive Beacon in Chicago with the naked eye.

If the beacon were not rotating, it would be possible to bend the beam so that it would travel in a circle around the circumference of the earth, and if there were no dust or moisture in the air, a man standing with his back to the beacon could see the source of the light with the naked eye and if he turned the beacon on, he would see the source of the light instantly because it would only take one-seventh of a second for the beam to travel around the earth.

If, why, there are so many "ifs" to be said about this remarkable aviation beacon that one might go on conjecturing for pages and pages. It is the biggest, brightest, most powerful thing of its kind in the world—an object of superlatives from every angle of consideration.

The beacon was originally christened the "Lindbergh Light" after America's most celebrated flier. It was erected by the owners of the Palmolive Building on North Michigan Avenue as an aid to aviation—one of hundreds of rotating aviation beacons in America, but the most powerful of all.

The beacon itself is two billion beam candle power; a high intensity carbon arc lamp is used. In addition to the rotating light, a second or directional beam is thrown out from the beacon tower and turned in a fixed point upon Chicago's municipal airport. This guide to night flying has 11,500,000 candle power.

The beacon is five feet in diameter. The tower which supports it is built to withstand a wind pressure of one hundred miles an hour. Two light keepers are constantly in attendance when the light is in operation.

The peripheral speed of the beacon or the speed at which the beam is travelling when viewed from certain distances—is as follows: 125.6 miles per minute at 10 miles; 1256.6 miles per minute at 100 miles; 12,566 miles per minute at 1,000 miles.

Many are the night flying aviators who have given silent thanks to the aggressive citizenry of America who have pushed the lighting of the airways. All pilots, whether they depend on the Palmolive Beacon or not, are always cheered when they see it

flashing as they go through the night air lanes.

But while the beacon in Chicago is the biggest and the most powerful of all, it must not be forgotten that America's airways up and down and across the continent have been provided with illumination to guide the pilots on their way.

No longer do you have to still an instinctive shiver in your backbone when a mail or passenger plane goes over in the dead of night. The pilot or passengers are going to get where they're going or they wouldn't be out.

In the first place an airline must not be dependent on the sun. If aeroplanes cannot go places and carry passengers and mail at night, their real value is lost. Transportation cannot be retarded by darkness.

So the airline operators, the U. S. government and municipalities have provided America with well-lighted airways. There's a road across America, from New York to San Francisco, as bright as day to an aviator. Every thirty miles on this new great white way is an emergency airport, well lighted and marked. At ten-mile intervals there are twenty-four-inch 2,000,000 candle power revolving beacons and there are flashers between beacons. The United States government is responsible for this "light way."

But the "light way" across the continent is not the only one. Where do you want to go? From San Francisco to Seattle? Go ahead—it's lighted for night flying. Detroit to Chicago? Dallas to Kansas City? Kansas City to St. Louis? Washington to New York or Boston? All these are lighted, you can use them in safety.

United Air Lines alone fly 6,000,000 miles a year at night, more than all day and night flying of European nations combined.

Every 24 hours American mail and passenger aeroplanes fly on regular schedules 150,000 miles—and 40 per cent. of that flying is done without the aid of the sun.

Don't worry about the ship that passes in the night. The pilot is trained and licensed for night flying. He has a multitude of instruments that tell him his speed, altitude, course, motor condition and whether he's flying up or down, straight or turning. He has information as to the height of the ceiling at his destination and the speed of the wind at various altitudes. He has telephones at his ear and he talks back and forth with those on the ground about the weather, his ship, his speed, his altitude. He has lighted airways to guide him on his route. He has powerful landing lights on his ship and he has emergency parachute flares. He's going to get where he's going safely. And he knows it.

BRITISH EXPORTS EXCEED IMPORTS.

The Board of Trade Returns for April are satisfactory in that they show an excess of export values of vehicles and parts of £327,475 in April, while export values exceeded those of imports by £1,283,608 in the four months. In April there was an increase in values of exports of vehicles and parts of £41,311, compared with March, but contrasted with April of last year there was a decrease of £20,123, and for the four months there was a decline of £320,182.

It is interesting, however, to analyse these figures a little closer. The value of private cars exported in April this year increased by £78,584, and in the four months by £245,976. The following are important increases

in values of exported private cars in the four months:—To British South Africa, £35,475; New Zealand, £47,321; other countries, £147,321. For the same period of the present year the value of chassis to Australia increased by £52,195, and to other countries by £6,622.

Imports of vehicles, etc., in April show a drop of £58,554, contrasted with March, but in April, compared with the same month of 1931, there was an increase of £127,018. This was accounted for largely by an increase of £124,071 in the value of imported parts. In the four months there was a drop in the value of vehicles and parts of £57,179.

Imports of petrol in April compared with the same month of last year show an increase of 8,000,000 gallons, but on the four months there was a decrease of 5,287,645. Crude oil imports show all-round reductions.

OIL V PETROL.

Heavy Oil Engines for
Road Work.

GROWING DEMAND.

The world wide interest which is being shown in the conversion of road transport vehicles from petrol to heavy oil engine drive indicates the great future for this economical type of power unit. The report from one firm, therefore, Messrs. Norris, Henry & Gardner Ltd., makers of the famous Gardner engines will be read with much interest in Hongkong.

Ten years ago the total amount of horse-power booked in one year represented 5030 B.H.P. Five years later the amount advanced to 15,560 B.H.P., while last year the figure reached 20,260 B.H.P. In the first five months of the present year the total horse-power has reached the handsome total of 19,666 B.H.P. so that there is little doubt that 1932 will prove a record for this type of heavy oil engine and particularly so for Gardner's.

The chief contribution during the month of May was one order from the London Midland and Scottish Railway Co. for 137-4LW engines which had been used for the conversion of a portion of this Company's fleet of lorries from petrol to oil and it speaks well for the Gardner engine that this well-known Railway Co. carried out a series of experiments over twelve months before deciding to change over one complete section of their present fleet of lorries and, incidentally, selecting Gardner's.

The conversion of over 100 Shanghai petrol driven motor-buses to Gardner's oil engine drive has proved in every way successful and the fact that they have been in operation for one year lends support to the claim that the heavy oil engine is in every way desirable for road transportation purposes.

BRITISH MOTOR EXPORTS.

Greater Orders for
New Zealand.

We have before us, writes the editor of the Motor, some very heartening figures concerning the expansion of our overseas trade in motor-cars. It was only a short time ago that the value of motor-cars imported into New Zealand showed an overwhelming preponderance in favour of American vehicles.

The figures for 1931 show that New Zealand took motor-cars from Great Britain to the number of 2,414 and valued at £272,285. This compares with 475 cars valued at £59,975 from the United States.

In Africa the figures of American car registrations show a marked falling off, and in Ceylon the same position is revealed, while British cars in both countries show increases.

Despite the serious conditions experienced in Australia, which have materially affected the imports of motor vehicles, we are able to record that the British percentage rose to 60.7 per cent. in the first six months of 1931, as compared with 1 per cent. for the same period of 1930.

These figures justify the optimism of the Director of the British Manufacturers Section of the Society of Motor Manufacturers and Traders.

A short time ago, in dealing with the prospects of Empire trade for 1932, he referred to overseas demands, and expressed the view that the available facts and figures afforded striking evidence of the manner in which, despite the general economic position, the British motor industry was slowly but surely making progress in the export field.

NOT A "JOY RIDE."

Another Attempt on A
Himalayan Peak.

The Nanga Parbat Expedition left Srinagar on May 23rd. Their baggage was sent on previously by boat to Bandipur and the personnel went there by cars kindly lent by members of the Himalayan Club.

The expedition's 100 ponies are waiting at Bandipur and they hope to reach Tragal soon on the first stage of the journey to Astor. The members are very keen and if their skill is equal to their enthusiasm then Nanga Parbat is already as good as climbed.

This expedition is evidently not intended by the members to be a joy ride as they have cut down their supplies to a minimum and all luxuries have been eliminated, even beds, baths, tables and chairs being classed in this category.

The climbers do not expect to encounter any serious difficulty till they reach the Burial Pass. This pass is at present open but, if heavy snow falls, there may be great difficulty in getting ponies across and, in fact, they may have to be left behind and the baggage carried by coolies.

There was at first some difficulty in getting permission to attempt the ascent of Nanga Parbat from the north owing to the restless state of the tribes in this part, but the expedition has given an undertaking to keep to the higher parts of the mountains far above the inhabited valleys and on this understanding the necessary permission was given.

DESERT TEST.

Results of the War
Office Trials.

6,000 MILE RUN IN THE
SOUDAN.

The results achieved by the War Office Experimental Convoy of four military vehicles of British manufacture which early this year undertook a long distance test of nearly 6,000 miles from Cairo to Southern Sudan, are officially reported to have exceeded anticipation.

The test proved that modern British vehicles of the types specified and developed by the War Department are capable of operating under any conditions likely to be found in the Empire.

At the end of the journey the vehicles had developed no major defects. They were still shod with the same tyres as when they started and in spite of the great heat no trouble caused by boiling radiators had been experienced.

Freedom From Accidents

The freedom from accidents was remarkable. The most serious one was when the decking of a bridge gave way under the rear wheel of the heaviest lorry. There was a danger of the vehicle falling 16ft. into the water below. By removing the load and bridging the gap with sections of channel iron the vehicle was reversed and the journey resumed by another route.

The necessity for carrying large quantities of petrol, food, and water over long desert stretches made the total overload sometimes as much as 26cwt., while on the return of the convoy, the overload was 12cwt. The trial has satisfied the War Office that the development of wheeled mechanical vehicles is proceeding on right lines and verified the belief that the cardinal necessities for a cross-country vehicle are high power weight ratio, large low-pressure tyres, adequate and well-spaced gear ratios, and properly designed cooling systems. It has proved further that British car and lorry manufacturers are producing vehicles eminently suitable for Imperial and Colonial employment.

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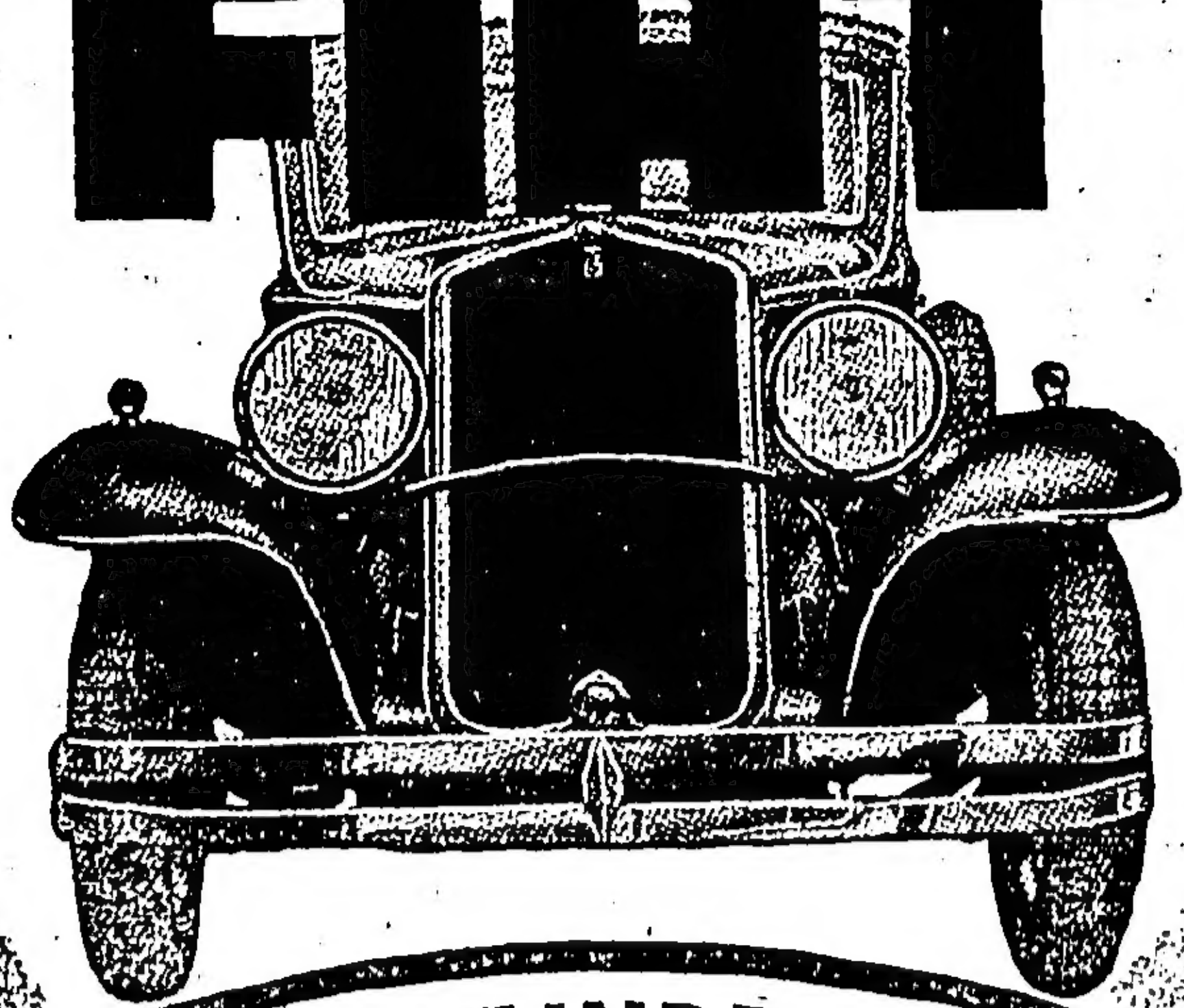
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THE RELIABILITY OF BUICK CARS.

Mechanical Improvements Insure Longevity.

A quarter of a century is a long, long time in the life of an automobile. In fact, the "experience tables" of the automobile industry show that the average life of a car is seven years. Hence, when an automobile is found, or several of them with a record of service running back twenty or twenty-five years, it is news.

At the Buick Motor Company's plant in Flint, Michigan, there is an institution that has added many interesting chapters to the history of the automobile through its contact with old Buick owners. This is the Buick parts factory, where parts are made for Buick cars of all vintages. This factory is a veritable automotive museum, with its collections of tools, jigs, and dies and parts for cars of other days.

From time to time requests are received at the parts factory for repair material for old Buicks.

A few months ago a plumber in a small Georgia city wrote to ask if he could get a new timer for his Model F Buick. This model was made in 1906. The plumber explained that his timer did not wear out, but was broken in an accident. He had been using his twenty-five year old car for a plumber's wagon, he said, but wanted to run down to Florida in it, so please forward the timer as soon as possible. His order was duly filled by the parts factory.

Then from North Dakota came a letter from a man who said he had owned a Buick for a number of years and was curious to know how old it was. He gave the motor number. This car was found among the old records of Buick and proved to be another 1906 model.

Chicago brought to light another ancient Buick, when a man there

asked for an engine part for a 1907 model. This order was also filled. A second 1907 model still in service was located in North Carolina, the owner in this instance forwarding the carburetor for repairs. In Iowa there is a 1908 Buick in perfect running order that is an annual visitor at the shows and fairs.

Coming down to 1910, two owners of cars of that year's Buick production wrote in for engine parts, which were supplied, one requiring a new piston pin and the other new oil and water pump driving gears.

Last summer a man in North Carolina wrote that he was going to enter his Buick in a special racing event against a car five years younger, and so decided to give it a good overhauling. Were there any parts he asked, for a Buick made in 1911? He had not overhauled it for ten years and found that it needed new timing gears, one main bearing and a connecting rod part. He got them.

Travelling from town to town in the Middle West there is (or was until recently) a moving-picture outfit mounted in a 1913 Buick. In ordering a new connecting rod bushing and cylinder head studs, the owner of this car wrote:

"This car has been 185,000 miles and runs as good as the day it came from the factory. Has the same pistons that came in the car."

Sometimes old barns are as rich a field for automobile exploration as old attics for antique furniture. A farmer living a few miles from the General Motors Proving Grounds at Milford, Michigan, found an old Buick in a seldom-used barn. He filled it with gas and oil, pumped up the old tyres

(Continued on Page 3.)

IMPROVEMENTS IN CHEVROLET.

Combination Air Cleaner, Air Silencer.

By actual count there are 117 improvements including new features on the 1932 Chevrolet. Of these the most important are an increase in horsepower from 50 to 60 with unchanged engine dimensions; a power plant mounted in rubber at six points; a newly designed, stiffer frame to compensate for the reduced "cross-member" effect incident to these rubber mountings; a highly ingenious method of mounting the lamps, fenders and radiator as one unit, semi-independently of the body and thus are prevented from wobbling crosswise, especially at high speed on rough roads; an improved clutch; a synchro-mesh transmission with a free wheel of the coil spring type at the rear; pressure lubrication to engine main bearings; a combination air silencer and air cleaner; down-draft carburetor.

The body lines are distinctively more attractive. The radiator contour has been improved and is equipped with a built-in vertical grille; lamp shapes are new; and the hood is now fitted with ventilating doors instead of louvers. The windshield pillars are slightly rounded at the top where they blend with header bar and roof rails.

The maximum torque has been increased to 120 pounds feet and is maintained from 800 to 2,000 revolutions per minute. The greater torque gives improved acceleration and hill climbing ability especially through the middle driving range. The increased torque and power are due to the down draft carburetor, improved manifold and changed in the valve timing.

Better torque at low speed has been secured by advancing the timing 8 degrees. That is, the intake valve both opens and closes 8 degrees earlier. This by itself would have a tendency to reduce power at high speed. To counteract this, the pivots on the rockers

FOR CARS ONLY.

Modern Italian Traffic Scheme.

The establishment by private enterprise of a highly developed modern system of trunk line automobile roads joining the more important cities of Italy, ownership of which, after 50 years, will revert to the Government, is now under way in that country.

The "autostrade," as the system is called, is to be operated by separate companies, each of whom will be in charge of one of the eight trunk lines planned. The total cost of construction of one of the roads alone, the Rome-Turin line, is estimated at \$7,000,000.

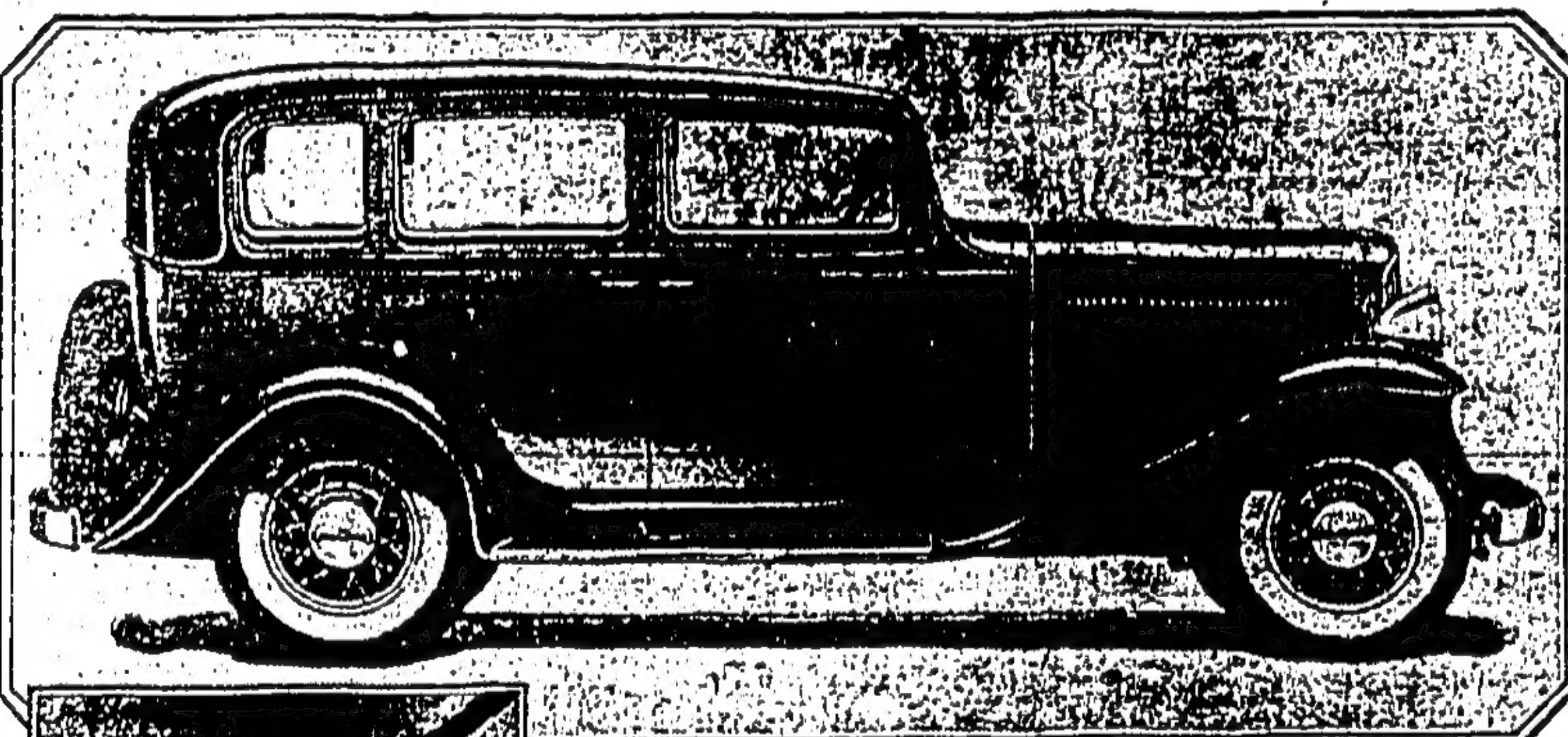
The new roads will be for exclusive use of automobile traffic, no animal-drawn vehicles being permitted on them. Because of this regulation, the directness of routes, and the absence of cross roads, high speeds, heretofore impossible, will be made practicable.

Following the rapid development of the automotive market in Italy, and the increased use of motor vehicles in that country since 1923, the Government has been concerned with the construction of modern highways, inasmuch that automobiles are now nearly four times greater in numbers in that country than seven years ago.

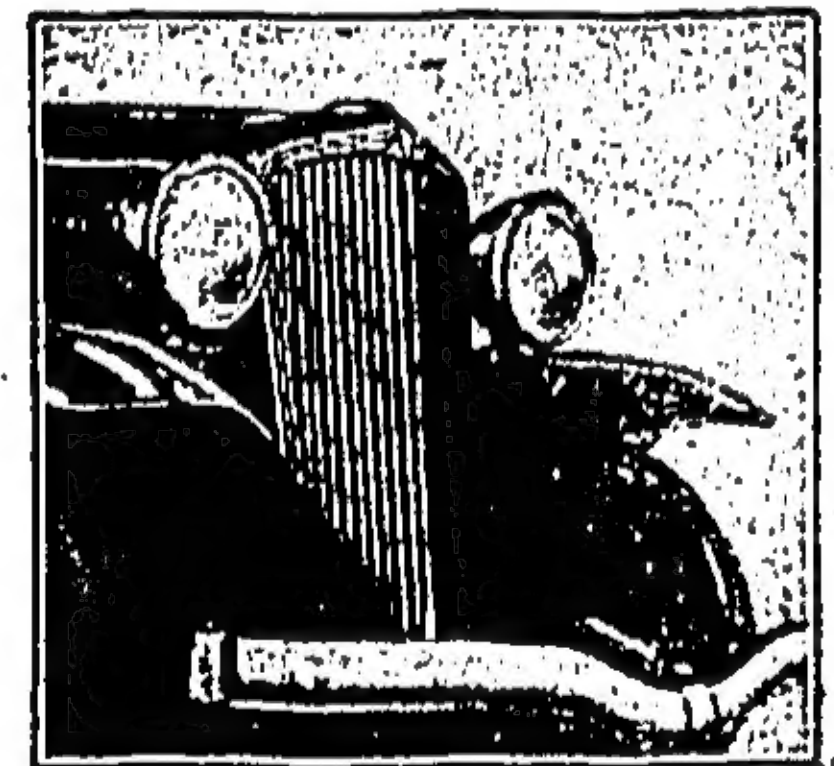
The so-called "autostrade," or automobile highways, are divided into two classes. The first-class includes highways built for the tourist trade, such as the roads between Milan and the Lakes, Florence and the seaside (Mediterranean) Naples and Pompeii, Rome and Ostia. A second-class highway is the road from Turin to Piuma, which is now under construction.

have been changed so that the valve lift is .309 inches instead of .277 inches; the intake manifold is larger; and the compression has been raised from 5.00 to 5.2. In consequence, the engine, as previously stated, develops 60 horsepower at 3,000 r.p.m. instead of 50 at 2,600.

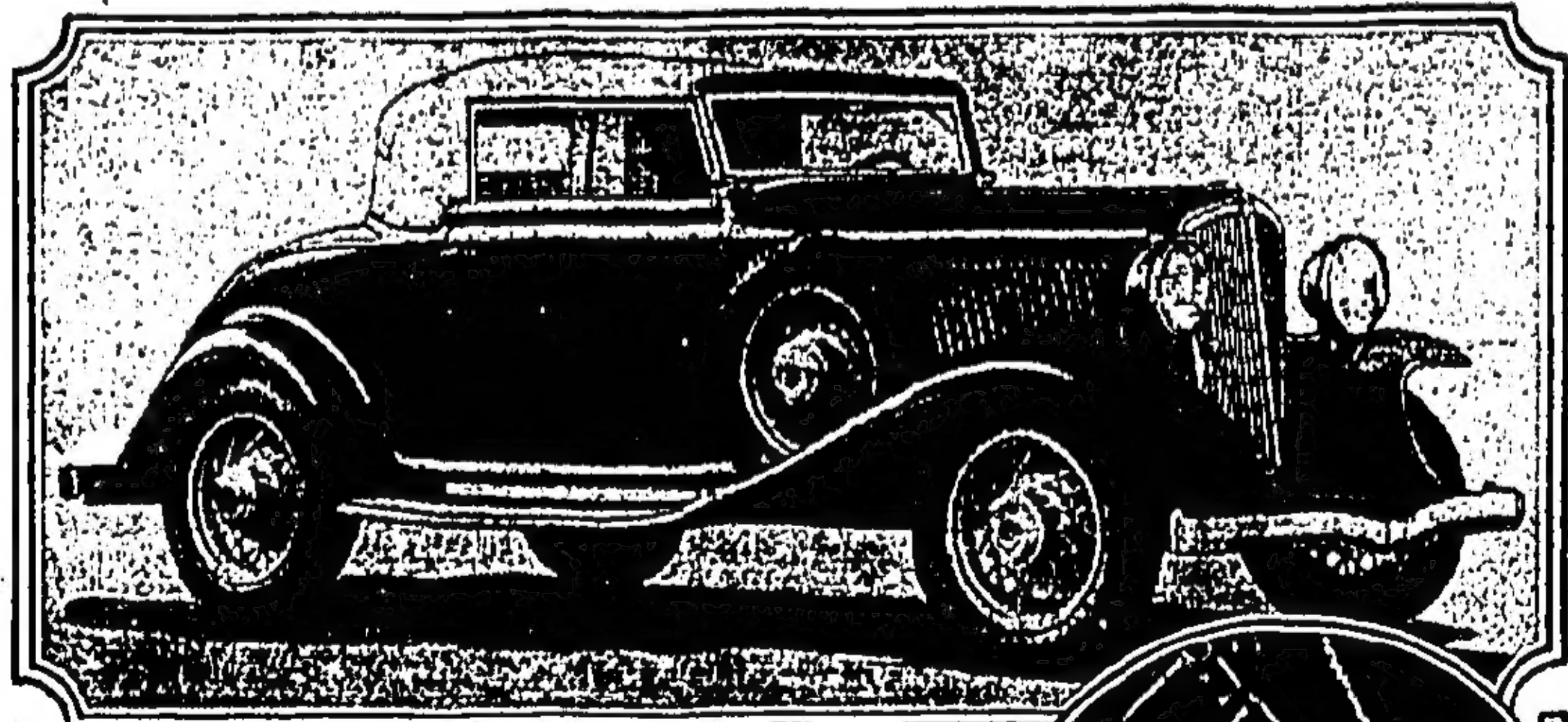
Rockne Six Offers Quality at Low Price



Below—A smart V-shape radiator shell features the modern styling achieved in the Rockne Six. One-piece steel wings lead the sleek of custom salon cars. The wide, symmetrical bumper is faced with chromium as are radiator shell and headlamps. The radiator, bonnet, top and the front and rear mudguards effectively blend in an ensemble that pleases the eye while fulfilling the requirements of the latest research in motor car wind resistance.



Long, low and aerodynamically streamlined is the Rockne Six "75" five passenger, 4-door sedan shown above. The powerful six cylinder motor develops 72 horsepower and assures a smooth, consistent high cruising speed. The unusual chassis length—114 inches—relieves it of that condensed appearance which makes the low price of other inexpensive cars so evident. Convertible sedan, convertible roadster and coupe models also are available on the Rockne "75" chassis. Wire wheels are standard equipment; as are free wheeling and synchronized shifting.



Abundant roominess; adjustable front seat; three-spoke, steel core steering wheel, adjustable steering column and aviation type instruments feature the Rockne Six "75." Free Wheeling control is located on fascia at left of steering column. Hand brake lever and gear change lever are forward in the Rockne Clear Way Front Compartment. This new positioning allows the driver to enter or leave through either doorway with ease.

The long wheelbase of the Rockne "75" is supplemented by an extra wide rear tread which not only accentuates the exterior proportions of the car but makes possible a wider rear seat than has been customary in cars of this price. The interior is upholstered and furnished in the manner of costlier cars. The Rockne Six is manufactured by Rockne Motors Corporation, a Studebaker subsidiary, with offices and factory in Detroit, Michigan, U.S.A.

Note the slanting louvers, sloping radiator and sloping wind-screen of the Rockne Six "65" convertible roadster. This ultra modern car, mounted on a 110-inch wheelbase chassis and powered by a 66 h.p. engine, has been designed and built to standards of quality never before achieved in the low-priced field. The power plants of the Rockne Six have that notable freedom from vibration that is inherent in all Studebaker sponsored engines. In keeping with the practice followed in high priced cars, engineers have further defeated vibration by cushioning Rockne engines in live rubber at all four points of suspension, as illustrated at right.



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MY PLAN TO REDUCE ROAD RISKS.

By Sir Malcolm Campbell

My post-bag this week has been a heavy one, and most of the letters have been provoked by my remarks last week on the subject of road accidents.

Most of my correspondents are, in the main, in agreement with the views I then expressed, and especially with the standpoint that responsibility for road accidents must be regarded as a matter of general rather than specific concern. That is to say, if we are to reduce the numbers of such accidents, it will only be through the whole-hearted co-operation of every class of road-user and not through imposing more and more restrictions upon the motorist only.

First of all, I should like to refer to a letter I have received from the National Safety First Council, with particular reference to my suggestion of a Road Users' League to consider the whole question of road accidents and to seek a remedy.

The Council, or its secretary, appears to think that I ignore the useful work which has been done by it and that there is really no need for any other organisation to deal with the matter.

I had not forgotten the Council when I made my suggestion. I realise that it has done an enormous amount of good work, and I look to it to continue along its present lines of working for the cause of safety in everything.

New Code Needed

Its educational programme has certainly accomplished much, and I agree that its work has been effectively done and has resulted in a higher degree of safety, not only on the roads of the country, but also in industry and even in the home.

My reason for suggesting that a completely new organisation should be formed to concern itself with highway matters is that I consider the terms of reference, so as to say, of the Safety First Council, are too wide to permit it to concentrate sufficiently upon this one problem of safety on the roads.

I am not criticising the Council. I entirely agree with the policy of educating people to be careful at all times and in all circumstances, but I am here concerned only with the question of road accidents and the problem of reducing their numbers and their seriousness.

A complete recasting of highway legislation must be contemplated and the new code will have to bring within its purview not

only the motorist but every other class of road user.

We cannot go into this blindly. Any new laws which may emerge must be the result of careful thought by people who know all the conditions, and who will bring to their task not only expert knowledge, but a completely unbiased mind—if anyone is unbiased in this matter.

The body I have visualised might be a permanent committee of the Safety First Council, but what I fear is that questions of general safety, with which we are not concerned, would be almost bound to obscure the main issue of safety on the roads, which is all such a body should consider. That does not alter the fact that some such body is necessary if the problems are to be solved.

In seeking for the causes of accident—which we must do before we can begin to consider remedies—I think the first thing we have to do is to recognise frankly and fearlessly that, unfortunately as it may be, it is impossible ever to eliminate altogether the toll of the road. We cannot hope for perfection, but we can travel some way along the road to it if we tackle the problem in earnest, which, I submit, we have not done hitherto.

Causes of Trouble

What are the causes of road accident? First, I would put careless driving, including every class of wheeled vehicle, and careless riding by cyclists and motor-cyclists. Second, careless walking. Third, dangerous road surfaces. All these can be subdivided—the first almost indefinitely—into very varied detail.

Let us examine our first proposition, which may—and I say may—advisedly—be found on close inquiry to be the most prolific source of accident. It is possible that a close analysis by such a body as I have suggested would find that the higher percentage of accidents is caused by the careless pedestrian. We do not know, and cannot know until we have a tribunal which will sift every recorded accident and arrive at the bed-rock facts.

Without that information I hold the view that it is the faults of those in charge of wheeled traffic which cause the major number of accidents. If that is so, why is it, and how are the conditions to be improved? By restrictive legislation, or by education, or by a combination of both?

Road Hogs

I have given the subject a great deal of thought, and, with a considerable experience of all kinds of vehicles from the bicycle to the fast motor-car, I do not think that representative legislation directed against any one class of traffic will help. We already have that, and yet accidents increase.

What, now, are the faults to be laid at the door of the drivers of wheeled vehicles? We must of necessity take the motorist first and endeavour to discover his basic faults, why he commits them, and how they are to be eliminated.

There is one class of motorist who errs because he has no consideration for other users of the road. Fortunately, he—and she, for there are female road hogs as well as male—is in a very small minority. He should be given very short shrift indeed. I should have no complaint if a third conviction for really dangerous driving, carried with it an automatic permanent cancellation of the driving licence.

Dangers of Inexperience

Doubtless it will be asked: Why not cancel the licence on the first conviction for dangerous conduct? The answer is that what may be considered dangerous driving by one witness may not in fact be dangerous at all, and I think that before you can stamp a person as being an habitually dangerous driver there should be a certain amount of cumulative evidence. In any case, I do not think the road-hog presents many difficulties. He can well be dealt with under existing laws.

A great deal of the trouble is caused by the inexperienced driver, though I am inclined to doubt whether he is responsible for all that is laid to his charge. I have never been involved in a road accident in which personal injury was suffered by anybody concerned. Yet, in common with everybody else, I had my own period of learning.

We all know dozens of motorists whose record is equally clean. None of these was involved in serious accident while gaining his experience, so why should things be different now?

Modern Cars Safer

There is a partial answer. I know. In the days when we who are now old stagers in motoring were learning the ropes, there was nothing like the volume of traffic on the roads there is to-day, and in the meantime not only has that volume increased, but also it has assumed totally different characteristics.

Undoubtedly, the roads are far more dangerous now for the novice driver, but against that can be said that modern cars, though faster, are also safer. Balancing the factors against each other, I think there is probably very little in it.

The learner is generally almost ultra-cautious to begin with. It is when he begins to consider himself an able driver that his want of experience is apt to be a danger to himself and to others. It is at that stage that he should think of "Safety First."

Here we have a clear case of the value of education as against repression. You cannot legislate the "novice-expert," as I will call him, into carefulness, but you can educate him unless he has the makings of a road-hog, and in that case you can deal with him.

Dangerous Neglect

What I do regard as a very serious danger is the type of car owner who persistently neglects his cars, allowing it to degenerate into something which is a definite danger. I am tired of hearing "failure of the brakes" given as the explanation of a minor accident. The brakes on a modern car do act if they are properly maintained, and there is a *prima facie* case of criminal negligence against a person who uses this excuse.

Another explanation that is sometimes given for an accident is that the steering gear failed. Nine times out of ten the cause is something different, but even in the tenth case the steering gear has no business to fail. It shows want of proper care in maintenance, and I see in it the source of more accidents than are ever traced to it. It should be an offence to drive a car which is not at least 85 per cent. efficient. More accidents, I believe, happened because of avoidable defects in cars than through careless driving. I should not object to seeing the law tightened up in this respect.

There is before the House of Lords now Lord Buckmaster's Road Traffic Bill, which seeks to place all the responsibility for accidents on the driver until the latter can clear himself. To my mind, the Bill contributes nothing to the cause of safety. Here again all the attention is directed at the person and the vehicle is left out of calculation.

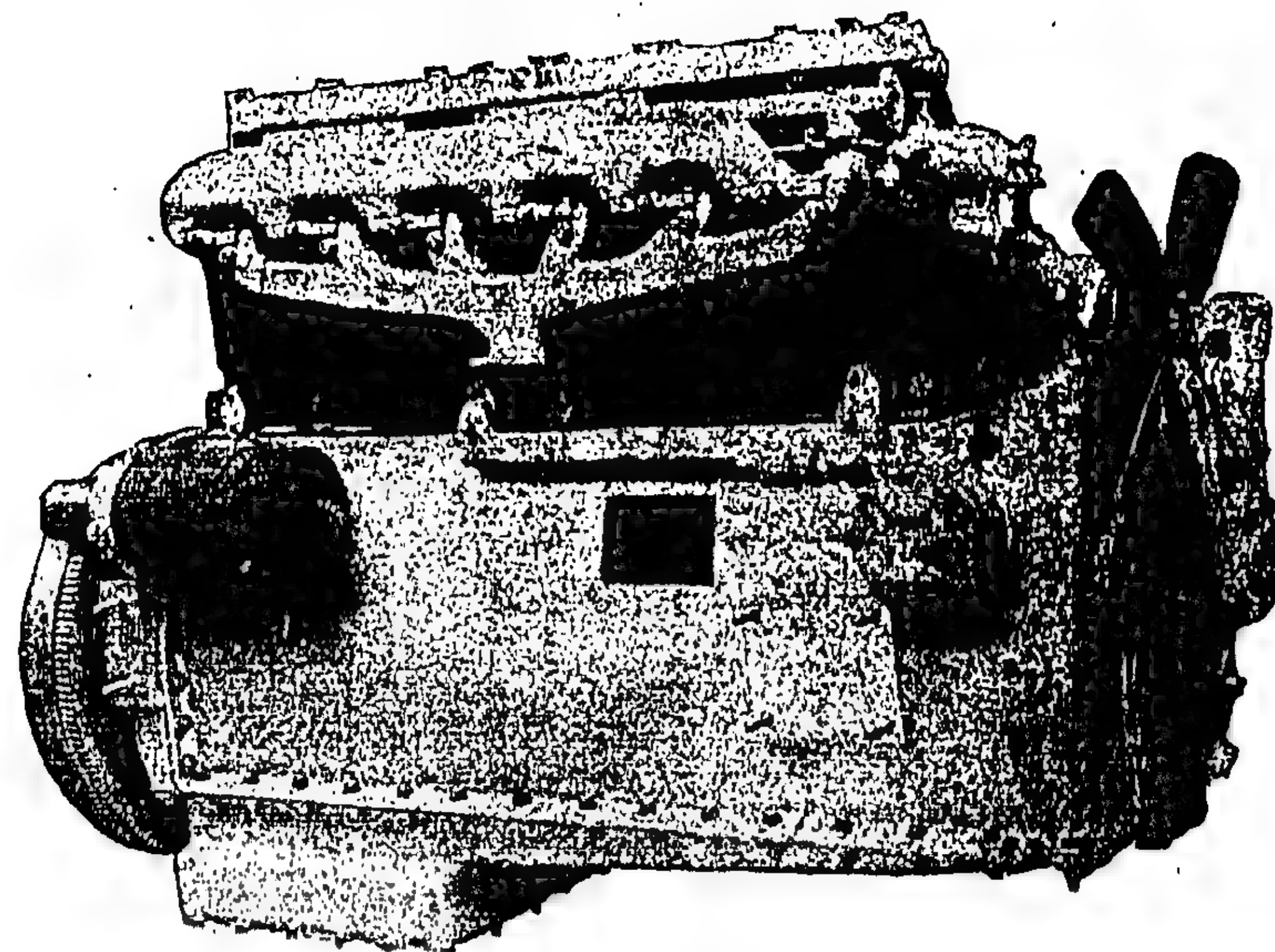
The league I have suggested would take into account not only the motorist but the cyclist and the pedestrian, since both of these contribute to the dangers of the highway. It may well be that the innate conservatism of the British people may defeat the plan. The non-motoring sections of the community may decline to agree to any all-embracing scheme of traffic regulation. In that case we must face the appalling prospect of the continuance of the present toll of the roads. I do not, however, think so poorly of our national common sense.

The third contributory factor to road accidents is dangerous surfacing, of which there is far too much. I know—and so does every motorist—of stretches of main road which after a shower of rain are veritable death traps for every kind of traffic. This is a matter for the road surveyors of the districts concerned, though I do not agree that the precise methods of surfacing busy roads should be left to the individual or even to the local authority. They should be laid down by the Ministry of Transport, which should have power to enforce adherence to its specifications.

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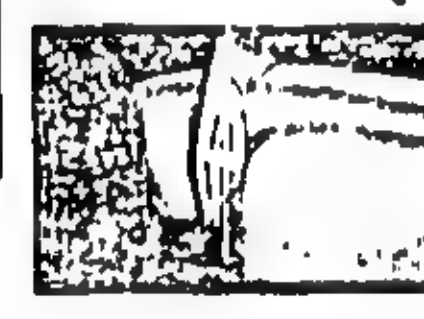
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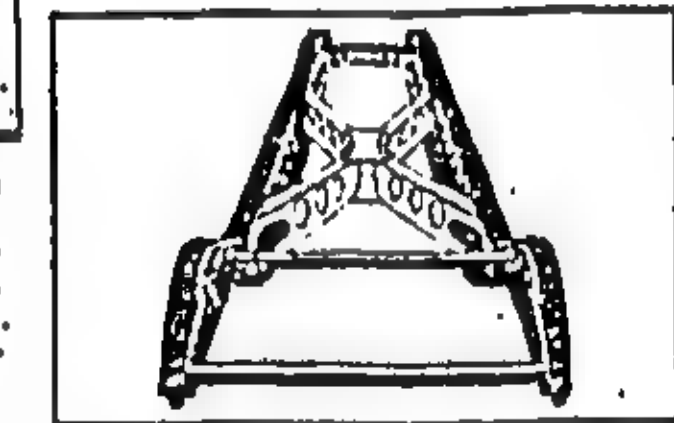
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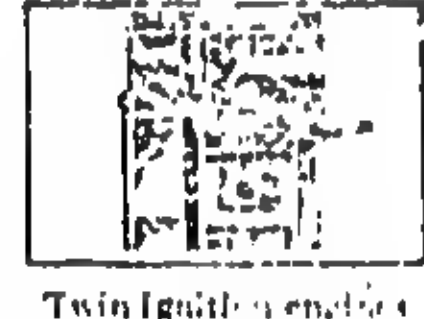
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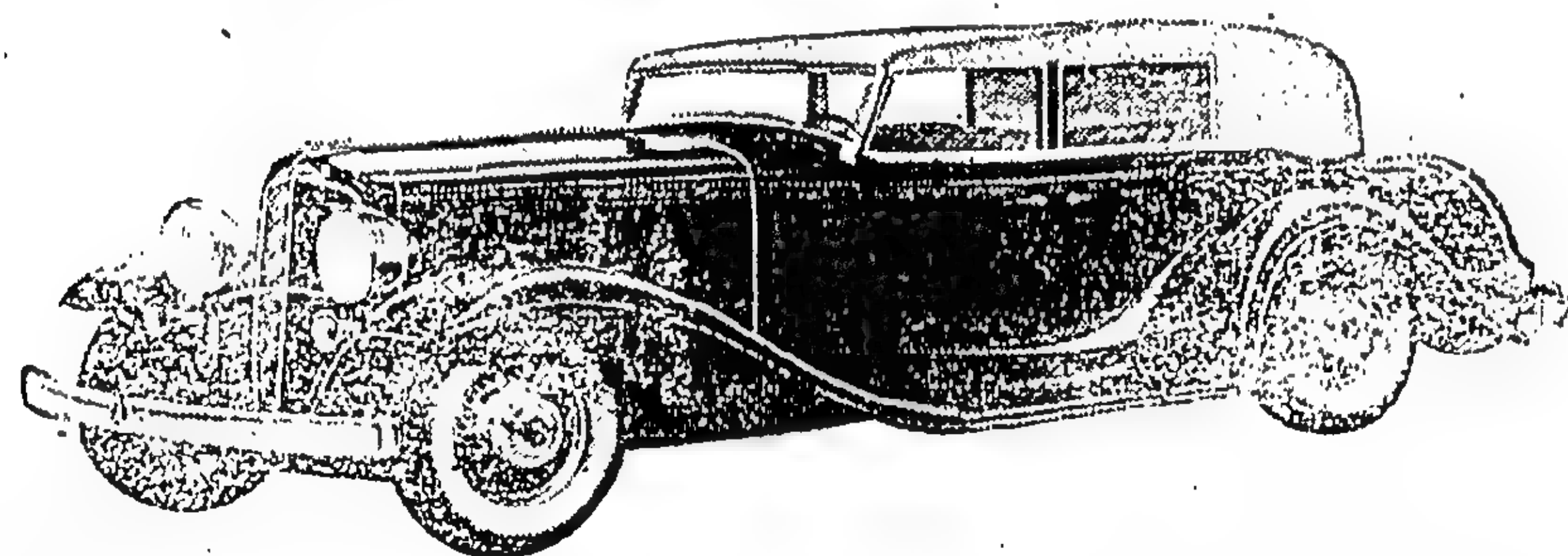
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At first motor cars had just frames. Then came the double-drop frame. Next truss frames. Then X-frames.

Now Nash steps out ahead with the new X-Dual frame—a super-durable, super-rigid and twist-proof type.

Look it over carefully when you come to our showrooms to see the new models.

For this X-Dual frame is new—and different—the strongest frame ever built. The massive inside bridge-girders extend clear from the front cross-member to the rear kick-up—virtually a double frame.

Everyone interested in motor cars should surely see this new Nash X-Dual frame—

and then arrange to actually drive this car.

For this frame is just one of a long list of new principles of basic design that make the new Nash so remarkably different in performance.

The "500,000 mile" Silent Underslung Worm Drive axle is another new Nash feature. Full Range Ride Control, adjustable at the dash; Centrifuge Brake Drums; Bohemite Aluminum Alloy Pistons and Connecting Rods; Slip-Stream body design, with Beaver tail back; Dual Exhaust Silencers are among the many further interesting new attractions. All models are longer, lower, with faster acceleration, and greater power and speed.

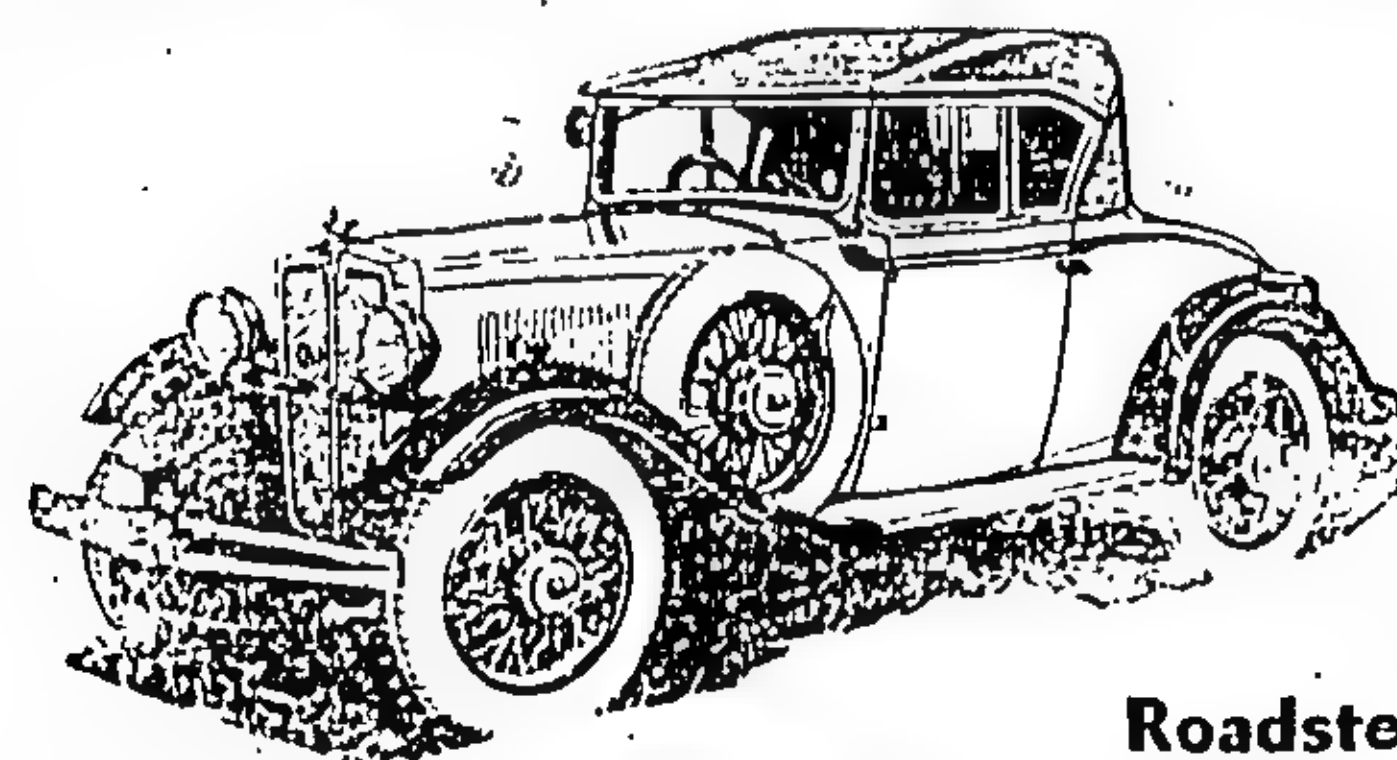
THE ORIENTAL MOTOR CAR CO.
303, Hennessy Road. Tel. 20406.

NASH

THESE

MORRIS-COWLEYS

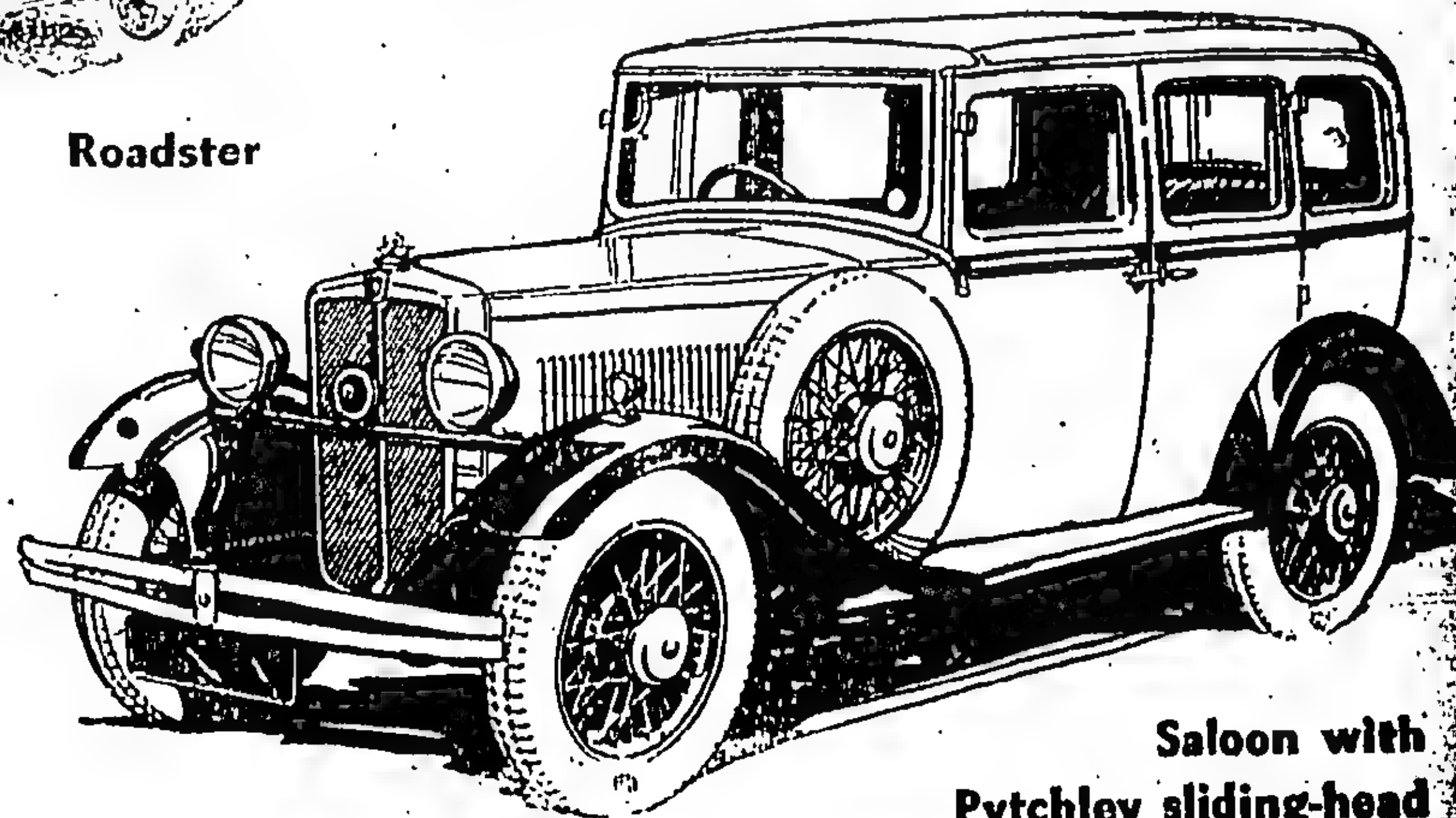
are two out of five attractive Models to suit everyone's need



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An Engine unit improved out of all recognition, giving comfortable top gear hill work. Lockheed brakes. Tools handy under bonnet. Complete finger-tip controls on steering column.

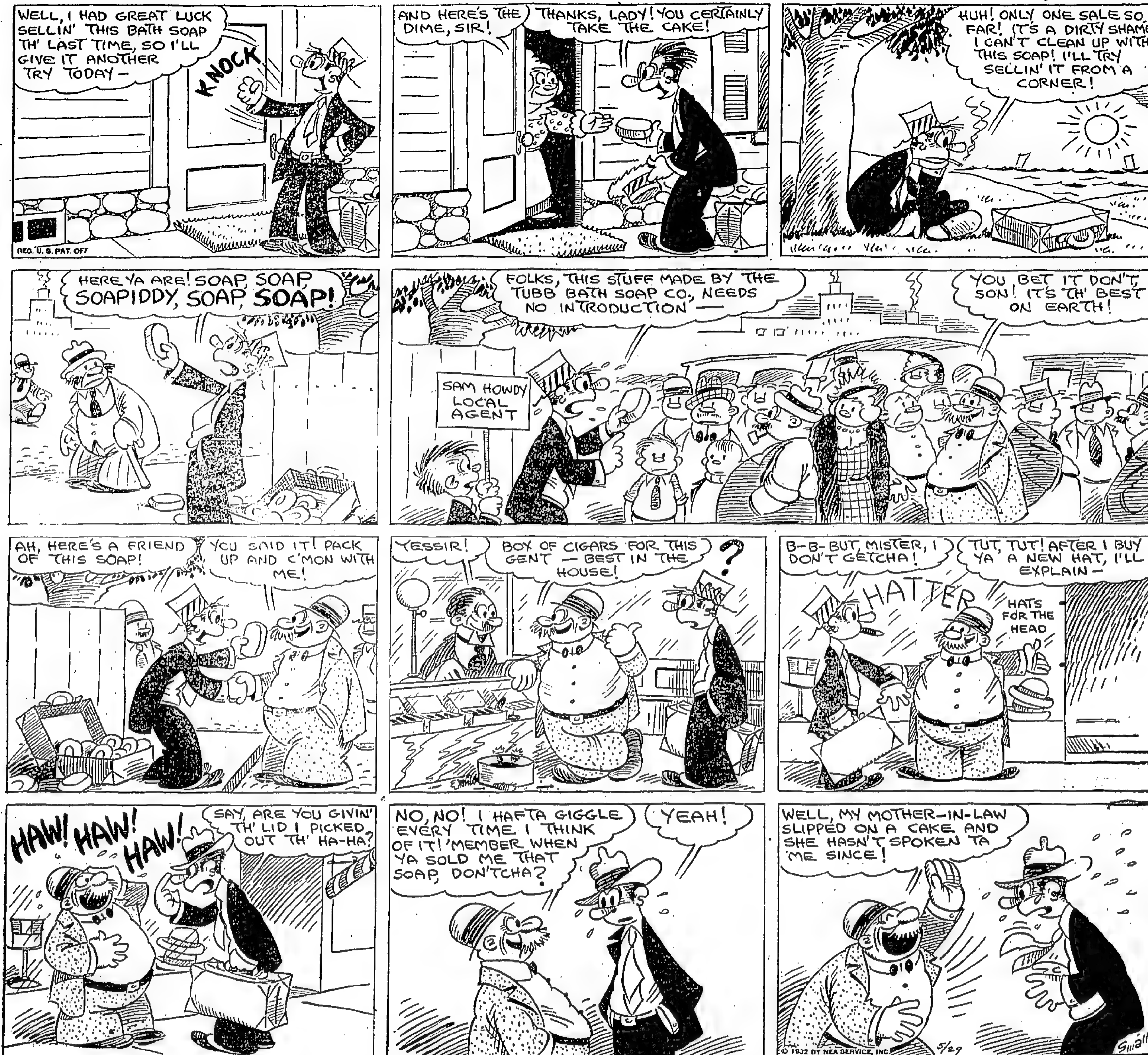
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Supplied in all Quantities 1 Pt. to 1 Gallon.

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RELIABLE SPRAYGUNS FOR ABOVE \$1.75 and \$2.75

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DAIRY FARM NEWS.

REDUCED PRICES FOR BACON.

From the 7th July, 1932

The following prices will be effective.

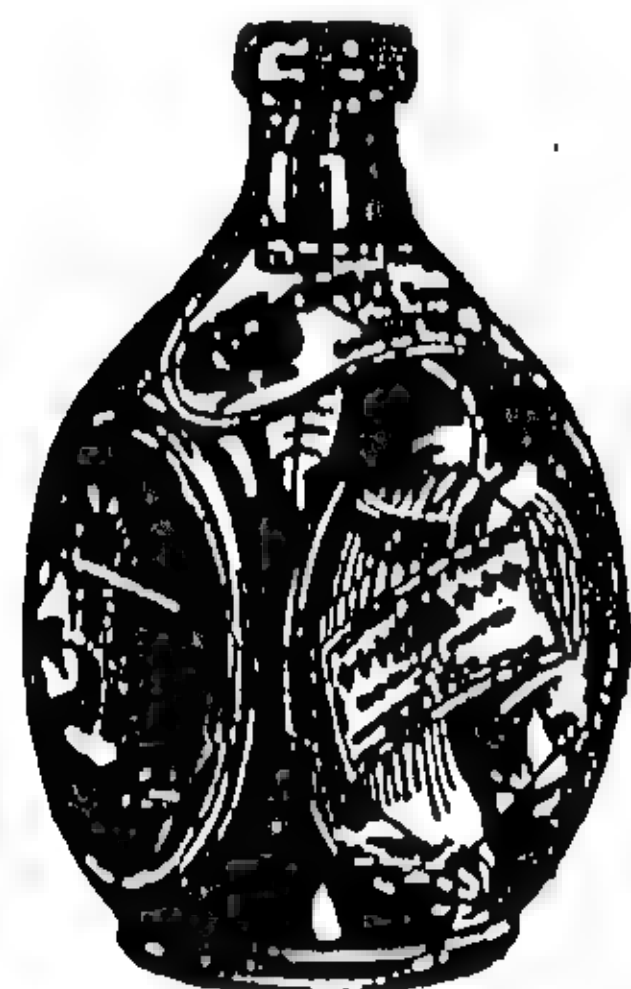
"D.F." Bacon in rashers	85 cts. per lb.
Cumberland Bacon in rashers	\$1 00
English & Danish in rashers	1.20

SAME HIGH QUALITY.

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STORAGE CO., LTD.Starting
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SUTCLIFFE'S NEW ACHIEVEMENT
SCORES HUNDREDTH
CENTURYYorkshire & Kent Engage
in a Keen Race

JUPP TAKES ALL 10 WICKETS.

London, July 8.

TWO BRILLIANT accomplishments—one with the bat and the other with the leather—stand out as dazzling features of the latest country cricket. Herbert Sutcliffe, who, next to Hobbs is the greatest English batsmen of recent years, followed up his record breaking achievement with Holmes by scoring his hundredth century, the much prized innings being made against Gloucester, whom the "Tykes" beat with ease.

V. W. C. Jupp, the brilliant Northants all-rounder was responsible for the other performance, taking all 10 wickets in one innings against Kent at Tunbridge Wells. Yet Kent won by an innings and 188!

Cricket throughout the country was seen at its brightest, batsmen and bowlers all reaping harvests. The race between Yorkshire and Kent is becoming more and more exciting.

COUNTY CHAMPIONSHIP.

Kent (360) beat Northants (97 and 75) by an innings and 188 runs at Tunbridge Wells.
Leicestershire (299 and 138 for 5) won on first innings against Somerset (255) at Taunton.
Lancashire (251) and 159 for 5 dec.) beat Derbyshire (146 and 82) by 185 runs at Buxton.
Yorkshire (472 for 7 dec.) and (210 for 6 dec.) beat Gloucestershire (404 and 175) by 133 runs at Bradford.
Worcestershire (315 for 9 dec. and 17 for 1) beat Essex (109 and 222) by nine wickets at Birmingham.

Friendly.

The Gentlemen (452 for 7 dec. and 105 for 5) drew with the Players (513 for 6 dec.).

JUPP'S
FEATALL 10 WICKETS
AGAINST KENT

HENDREN AGAIN

Both Yorkshire and Kent who are the two top teams won their matches comfortably. The latter had a margin of an innings and 188 runs in their favour at the conclusion of their encounter with Northamptonshire, "Tich" Freeman again causing the havoc. Following his recent feat of capturing 17 wickets in a match for the second time in his career he took eight wickets in each of Northants' innings and conceded but 82 runs all told. V. W. C. Jupp, the Northants captain, performed the rare feat of taking all ten wickets in an innings, an accomplishment which had so far been denied the brilliant leader. Huge scoring characterised the Gentlemen v. Players match which was left drawn. Hendren was top scorer of the day with a contribution of 194 not out for the Players.

SUTCLIFFE JOINS SELECT BAND.

Herbert Sutcliffe is the seventh batsman to top the 100th century, his three figured score against Gloucester giving him the necessary hundred to place him with J. B. Hobbs (188), C. P. Mead (130), E. Hendren (129), W. G. Grace (126), F. E. Woolley (118) and T. Hayward (104). Mitchell laid the foundation of Yorkshire's victory by putting on 177 runs in the first innings which realised 472 when the closure was applied. Gloucester, who have been playing indifferent cricket, showed that they were not without hope and topped the 400 mark in reply. Hammond coming to light with a three figured score.

MATCH OF 1,074 RUNS.

With practically the best of the professionals against the pick of the amateurs, the Gentlemen v. Players match at the Oval had to be left unfinished with a total of 1,074 runs for the loss of 18 wickets being scored in three uncompleted innings. Both teams brought their first innings to a premature close by applying the declaration. The initial efforts of the two sides totalling 965 runs for 12 wickets, an average of 84! Three players topped the century mark, Hendren reaching 194 runs without being defeated. D. R. Jardine, the captain of Surrey and England, contributed 123 runs not out and Lord Tennyson, leader of Hampshire 112. *Reuter.*

HONOURS LIST.

Batting.

Hendon (Players) v. Gentlemen	191
Mitchell (Yorks) v. Gloucester	177
Ames (Kent) v. Northants	149
Hammond (Gloucester) v. Yorks	146
Sutcliffe (Yorks) v. Gloucester	132
D. R. Jardine (Gentlemen) v. Players	123
Lord Tennyson (Gentlemen) v. Players	112
Sinfield (Gloucester) v. Yorks	110
Horne (Players) v. Gentlemen	90
Sandham (Players) v. Gentlemen	88

Bowling.

Freeman (Kent) v. Northants	8 for 44
V. W. C. Jupp (Northants) v. Kent	8 for 38
Townsend (Derby) v. Lancs.	7 for 80
Hendon (Lancs.) v. Derby	5 for 54
Sibbles (Lancs.) v. Derby	5 for 31
Mayer (Warwick) v. Essex	5 for 30
Sibbles (Lancs.) v. Derby	5 for 42
Astill (Somerset) v. Leicestershire	5 for 63
Macaulay (Yorks) v. Gloucester	5 for 67

ASCOT HAT
TRICK

JOCKEY'S TRIUMPH

TOTE MAKES NEW
RECORD

Trindon won the Ascot Gold Cup for the second year in succession by defeating Salmon Leap which was second and Ut Majeur third.
Salmon Leap was trained by the Hon. George Lambton, whose brother, Brig-General Charles Lambton, is the owner of Trindon. Trindon, however, was trained by Joe Lawson, at Manton. He was again ridden by Joe Childs, who went on to ride the winners of the two following races—a "hat trick" which is a very rare occurrence at Ascot.
Ascot's super-totalisator registered another big turnover and broke all records again with a total of £77,878 12s.

	Last Year	This Year.
Tuesday	£41,803 18s.	£46,578 2s.
Wednesday	£65,042 18s.	£74,881 8s.
Thursday	£66,818 6s.	£77,878 12s.
3 days	£176,645 2s.	£199,338 2s.

LEAGUE TENNIS.

CRAIGENGOWER'S VICTORY
OVER H. K. C. C.

Craigengower beat Hongkong Cricket Club 8-1 in the "B" division fixture of the Hongkong Lawn Tennis Association League yesterday



HERBERT Sutcliffe added his name to the roll of honour when he scored a century against Gloucester, the effort being the hundredth three-figure innings of his career. It was also his seventh for this season.

A CRICKET
RECORD
IS BROKENHOW SUTCLIFFE
AND HOLMES
ACHIEVED IT

TENSE MOMENT

In scoring 555 runs and breaking a long-standing record, Sutcliffe and Holmes—the Yorkshire "twins" as they are known throughout the world of cricket—created one of the most dramatic incidents in the history of the game.
Not until nearly half an hour after Sutcliffe was out was it settled that the record had been broken.
A few minutes before one o'clock the score-board read: Holmes 224, Sutcliffe 309; extras 18; total 551. Sutcliffe was receiving the bowling of Eastman: four more runs and the record would be smashed. Not a sound could be heard on the ground, so still it was that a chiming clock, somewhere far away, rang out one peal as though on the pavilion. As it rang, so Sutcliffe hit the ball to the leg boundary—four runs, the record was beaten.
Hats went high, and every man in the Essex team shook hands with these two men of Yorkshire, who waved to the crowd and beamed with delight.

SCORE-BOARD SHOCK.

Sutcliffe took the next ball, but missed it, and the innings was declared closed.
Then... Stupefaction, astonishment, and a dreadful silence. The score-board was changing—from 555 it changed to 554—the record was equalled, not beaten! Nobody knew what had happened. Pictures were taken showing the board 554. Official cards were printed showing this total.
Gone were the beams of the Yorkshire pair; they appeared to the scorers—the truth was plain. The official score was 554.
Then a whisper went round the ground—"All is well; a mistake has been made; the record is broken."
The scorers were feverishly checking everything, looking for a run that they had missed. They found it—a no-ball. The score on the board was put back to 555. The record was broken!

at Craigengower. Scores: J. W. Leonard and G. Lia (Craigengower) beat Bowker and Monaghan 6-3, beat Worral and Nowers 6-2, beat Valentine and Lloyd 6-0. W. J. Howard and Y. Hachima beat Bowker and Monaghan 6-3, beat Worral and Nowers 6-1, beat Valentine and Lloyd 6-2. E. Zimmermann and R. Choa lost to Bowker and Monaghan 3-6, beat Worral and Nowers 6-0, beat Valentine and Lloyd 6-4.

KING'S
THEATRE

TO-MORROW

One Long Chain of Mirthful
Complications.

Stydney Howard
IN
ALMOST A DIVORCE
by A. Lindstrom

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Manager.

vidious distinctions in such a case, I consider it but their due that the names of Mr. R. K. Duncan and Mr. M. K. Lo should be mentioned in particular. Let me express my earnest hope and sincere belief that this renewed spirit of co-operation and goodwill will continue unbroken throughout the future history of football in the Colony.

Gentlemen, if you have any questions to ask concerning the report and balance-sheet, the Honorary Treasurer and I will endeavour to answer them to the best of our ability. (Applause). The annual report and statement of accounts were adopted.

New Rules.

Rules governing the playing of football on Sunday under the jurisdiction of the Association and the qualification of players were passed by the meeting. It was decided that matches may be played on Sundays under the jurisdiction of this Association. A Club or player shall not be compelled to play in any match on Sunday, Good Friday or Christmas Day and that players who have played more than one match in the 1st Division of the League shall be considered senior players and may not play in the 2nd Division without the consent of the League Management Committee, neither will 1st or 2nd Division players be allowed to take part in 3rd Division football without the consent of the League Management Committee.

New Officers.

The election of officers was then proceeded with, the following being chosen to serve for the ensuing year:

President, Mr. R. M. Dyer, C.B.E.; Vice-Presidents, Hon. Mr. R. H. Kotevall, C.M.G., LL.D. and Mr. J. Ormiston; chairman, Mr. R. K. Duncan; Hon. Secretary, Mr. W. E. Hollands; Asst. Hon. Secretary, Mr. G. Carwell; Council, Messrs. G. T. May, H. M. McTavish, J. W. Baldwin, A. McKeivie, H. K. Lo, F. C. Cleo, Major Shillington, Wong Ka-tsun and T. G. Stokes.

On the name of Mr. W. E. Hollands being proposed for the post of Hon. Secretary, Mr. Mok Hing submitted the name of Mr. G. Carwell, but the latter, after being seconded, declined the nomination. Mr. Mok Hing then proposed Sergeant A. R. Brittain, who was not present at the meeting. The proposer intimated that he had been personally told by Sergeant Brittain that he would be willing to serve if elected.

Various members pointed out that it was not advisable to appoint a man in his absence, and Mr. R. K. Duncan, remarking that there was no ruling to govern the point, proposed that they obtain the feeling of the meeting before submitting the two names.

Mr. Mok Hing objected to this procedure, and pointed out that Mr. R. M. Dyer had been elected in his absence. It was then decided that the two names be put to the meeting, the result of a secret ballot being that Mr. Hollands was elected by 23 votes to 18. An honorarium of \$500 was voted to the Hon. Secretary and \$250 to the Assistant Hon. Secretary. Votes of thanks to Messrs. Jardine Matheson for the loan of the room and to the chairman, were unanimously carried.

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Delightfully Cool Terraces far above the
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Stories About the Prince

Interesting reminiscences of the Prince of Wales were given by Mr. Herbert T. Fitch, a former Scotland Yard detective, during a talk at Reading.

Mr. Fitch has acted as body-guard to Royalty on many occasions.

He told how the Prince during his university days was at a dance when one of his friends appeared wearing a policeman's helmet.

The friend was taken away by the police and the Prince said he wished to stand bail for him.

He was told that he could not do so, as he was not a householder.

On another occasion the Prince called at Paddington police station. The policeman at the door did not recognise him and told him to hurry up as the canteen was just about to close.

When the Prince entered the charge room the sergeant did not look up. The inspector sharply called to the sergeant, "The Prince of Wales," to which he replied, "Second public house on the left, over the canal bridge."

DOCTOR'S HEROISM

OPERATION IN DENTIST'S SURGERY

"Death by misadventure" was the verdict recorded at a Paddington inquest on Stuart Kears Turner, 32, of Moira, near Burton-on-Trent, who died while under an anaesthetic given for the purpose of teeth extraction.

A doctor said that about two minutes after he had given the anaesthetic the patient collapsed. Finding things were desperate he put the patient on the floor of the surgery and opened the abdomen to massage the heart in the hopes of restoring its action. There was, however, no response.

The Coroner, Mr. Ingleby Oddie: "That was a very heroic thing to do."

The doctor said he had seen this done before. He had given over 50,000 anaesthetics and not one death had resulted.

The Coroner: That is a splendid record. I must congratulate you on that, and also upon the step you took to massage the heart.

Sir Bernard Spilsbury, the pathologist, said death was due to heart disease whilst the patient was under an anaesthetic.

Recording his verdict, the Coroner said he was perfectly satisfied that there was no one to blame.

DYING CATTLE MYSTERY

EXPERTS' INQUIRY

A mysterious cattle disease which is puzzling veterinary surgeons in the area about North Berkshire is to be investigated by experts from the Ministry of Agriculture.

Farmers in the Lechlade district have appealed to the National Farmers' Union, and the matter has been brought to the notice of the Ministry's veterinary department.

Inquiries in the district showed that the disease is not confined to one farm, but has been observed over North Berkshire.

One farmer, Mr. D. Maundrell, of Buscot, has lost four cows.

The symptoms are like those of milk fever, but they occur some time after calving, and in some instances post mortem examinations have revealed brain congestion. Death takes place rapidly after the symptoms are observed.

Until further examination has been made in the Lechlade area, the Ministry of Agriculture's veterinary surgeons will not be able to make any pronouncement on the disease.

ABOUT HONEY

LONDON & GLASGOW INQUIRY

Is honey a delicacy or a cough cure?

The resources of the Statistics and Intelligence Branch of the Empire Marketing Board have been devoted to determining this point—as it affects Britain.

Investigators visited more than 1,000 shops in London and Glasgow, and they state in their report, just issued—"that American and Continental cooks use honey in a variety of dishes, but in England no method other than that of consumption with bread seemed to be generally known."

"From early childhood," the report states, "in a large number of homes honey was remembered as the invariable vehicle of cough mixtures. Honey was even found (on one occasion) to be a constituent of a tooth paste."

It is used in nougat, toffee, marzipan and turkish delight; for flavouring cakes, rusks and ginger-bread—but the domestic con-

As new as the first
day you wore them

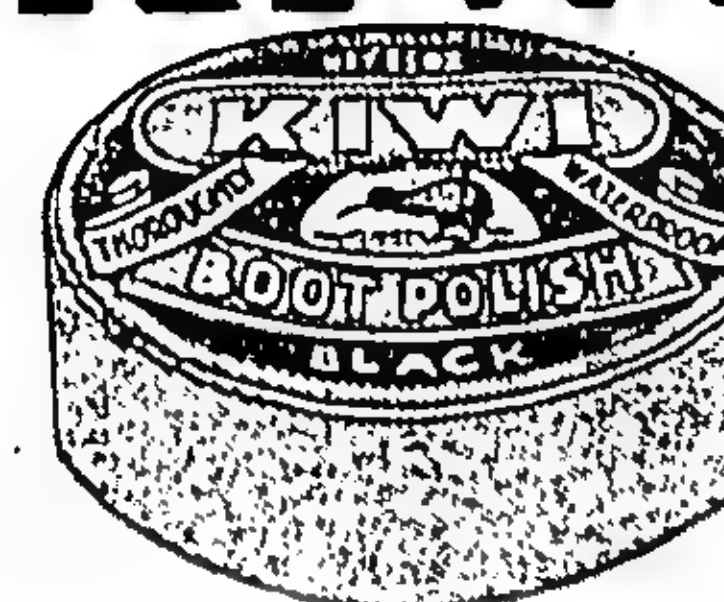


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unimpaired—their
leather kept supple—shoes
that have their daily clean
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Kiwi contains special ingredients that preserve the finest leather, keeping it waterproof and wear-resisting twice as long.

In black and all shades of tan.

KIWI



W. R. LOXLEY CO.

umption is still not as great as the Board would like to see it.

Tastes of Two Cities.
Our annual consumption of honey for all purposes is about 100,000 cwt.—or a quarter of a pound per head.

Honey sold in crocks, it was found, is not popular with the Scots housewife, who "prefers to see both the colour and the quantity of what she buys."

A change-over in honey preference is, it appears, in progress. Clear honey used to be the more popular kind, but taste is now moving towards "granulated" honey.

There is a marked difference between colour preferences in the two cities.

London likes its honey light, whilst Glasgow prefers a darker shade.



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USUALLY \$23.50

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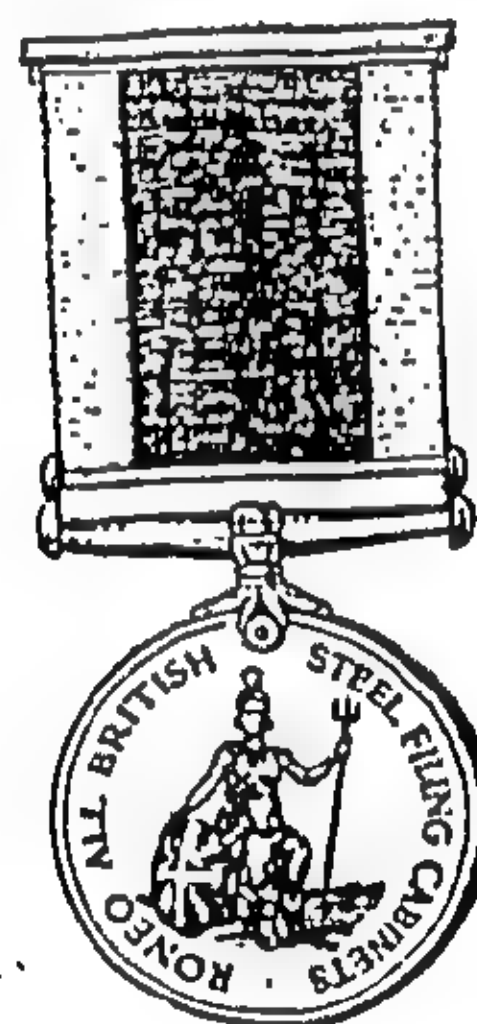
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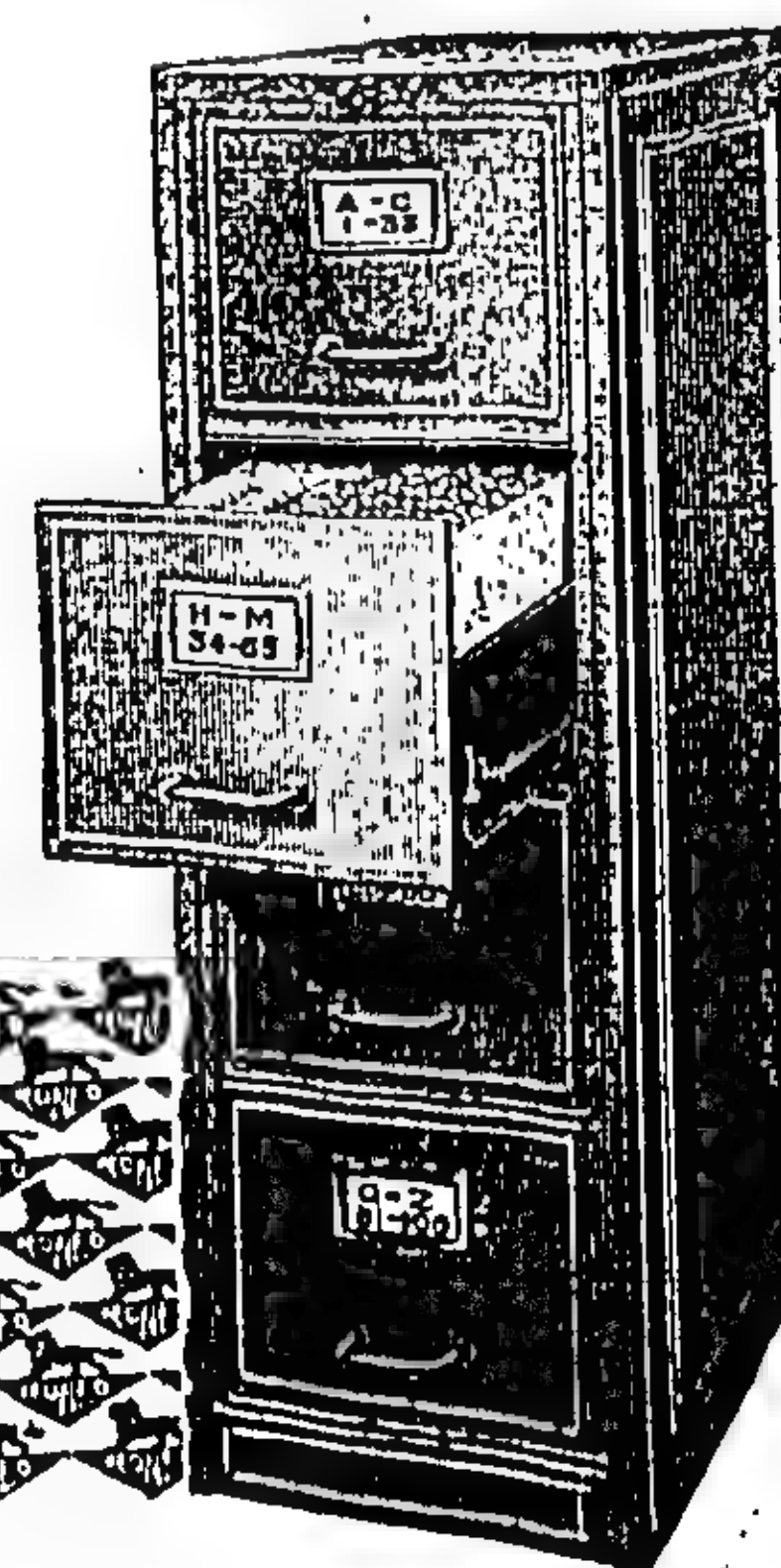
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Listerine Tooth Paste, developed by the makers of Listerine Antiseptic, is pre-eminently the dentifrice for modern people.

It contains newly discovered ingredients for arresting tooth decay...removing stains and tartar...strengthening the gums...purifying and refreshing the whole mouth. Its gentle but effective polishing agents will not injure delicate tooth enamel nor irritate gum tissues. It is absolutely safe to use at all ages and under all conditions.

Delightfully refreshing and exhilarating, Listerine Tooth Paste imparts a sensation of health and cleanliness which you always associate with Listerine Antiseptic.

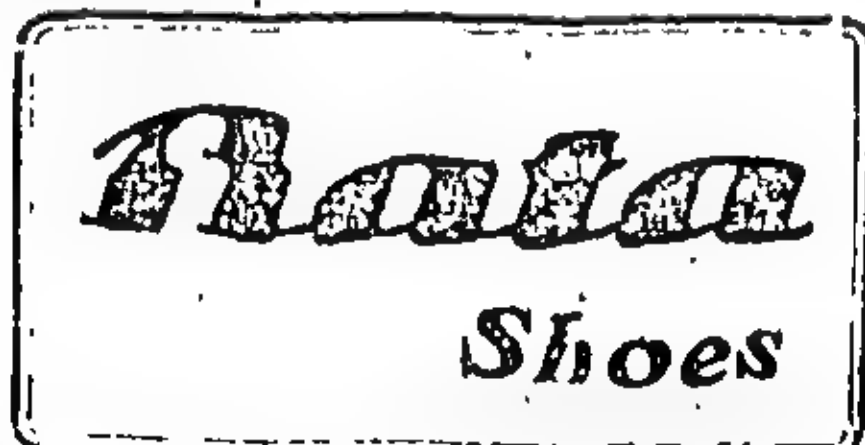
You will be amazed, too, at its moderate price—considerably less than other quality dentifrices! Try a tube. Compare Listerine Tooth Paste with any dentifrice, regardless of price, for actual results!

The makers of Listerine Tooth Paste (and Listerine Antiseptic) recommend the regular use of Prophylactic Tooth Brushes.

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MAN STAGES HIS FUNERAL

LOOKS ON AT THE
CEREMONY

DEATH CERTIFICATE BY
TRICKERY

Paris, June 14.
The trial of Louis Durand, the man who staged his own funeral and looked on at the ceremony, began to-day at Lyons.

Durand simulated death in order to obtain 150,000 francs (£1,250 at par) from the insurance company. According to the statement which he made in court to-day the idea for the swindle came to him one day after he had had sunstroke during exercises.

He went to bed and took twelve cachets of quinine to send up his temperature. Two doctors examined the patient, whose state was apparently extremely grave. The next day his accomplice, a woman, went to one of them and said that Durand had died during the night. In view of the condition the invalid had been in the previous day the doctor had no suspicions and signed the death certificate.

The couple then proceeded to lay out the "body" and prepare for the lying in state. With his hands and face covered with fine chalk, dressed in his best suit, and surrounded by candles, Durand made a realistic corpse, and for two days his weeping relatives came to pay their last respects, in the full belief that their dear one had departed for ever.

DUMMY IN COFFIN.

Finally came the moment for placing the "body" in the coffin. Pretending that her family's religion required complete privacy for this rite, the woman persuaded the undertaker's man to leave her alone in the room. In a flash the "deceased" had jumped up, helped her to put a dummy in the coffin and then hidden himself. The coffin was sealed and carried out and the funeral cortege set off for the cemetery without being aware of the fact that the defunct was looking on from an hotel window. The burial took place in a normal manner.

Two days after his "interment" Durand and his friend left for Constantine (Algeria), where they remained in hiding for three months, during which the woman received the first half of the insurance. The second half was paid to her a few months later in Paris.

From then on the couple lived in happy and honest leisure until one year after his "death" Durand was arrested by the Lyons police.

LIGHT AND LIVING MATTER

UNDREAMED-OF PHASE
OF EVOLUTION

The suggestion that recent discoveries concerning the vitamins might represent the first step towards knowledge of an undreamed-of phase of evolution was made by Sir Walter Morley Fletcher, Secretary of the Medical Research Council, in a discourse delivered before the Royal Institution.

Sir Walter was discussing the discovery by two young Cambridge scientists, Dr. F. B. Bowden and Dr. C. F. Snow, that each of the four vitamins which they had examined was connected with light of particular wave lengths.

"We can hardly think of it as a mere coincidence," he stated, "that in four directions at least the animal cell has come to be vitally dependent on four diverse chemical substances each of which has these remarkable properties."

It seemed an irresistible conclusion that we might have taken the first step towards knowledge of a highly specialised and detailed adaptation of living matter to its age-long environment of light.

NEW TROOP-CARRYING AEROPLANES

ROOM FOR 30 INFANTRYMEN

A group of new British Service aircraft—including a remarkable high-speed four-engined troop carrier and what is believed to be the most deadly night bomber ever produced—has been removed to the Air Ministry's part publication list, so that a general description of these machines is permitted for the first time.

The troop carrier is the Gloster, which has four Rolls-Royce engines and can carry 30 infantrymen, with their baggage and equipment, at a speed comparable with that of the two-seater aircraft of a few years ago.

Rapid conversion for cargo or bomb carrying is possible, a large hatchway being fitted into the floor of the cabin. Above it in the roof is a pulley block and tackle capable of hoisting any weight up to 1,120 lb.

A runway along the cabin roof then permits the quick stowage of the cargo in any desired position. The plane is of all-metal construction and the wing span is 55 feet, the span of the top plane being one foot shorter than the bottom. The all-up weight as a troop carrier is 25,000 lb.

The new bombers include a three-engined Boulton and Paul and a twin-engined Handley Page.



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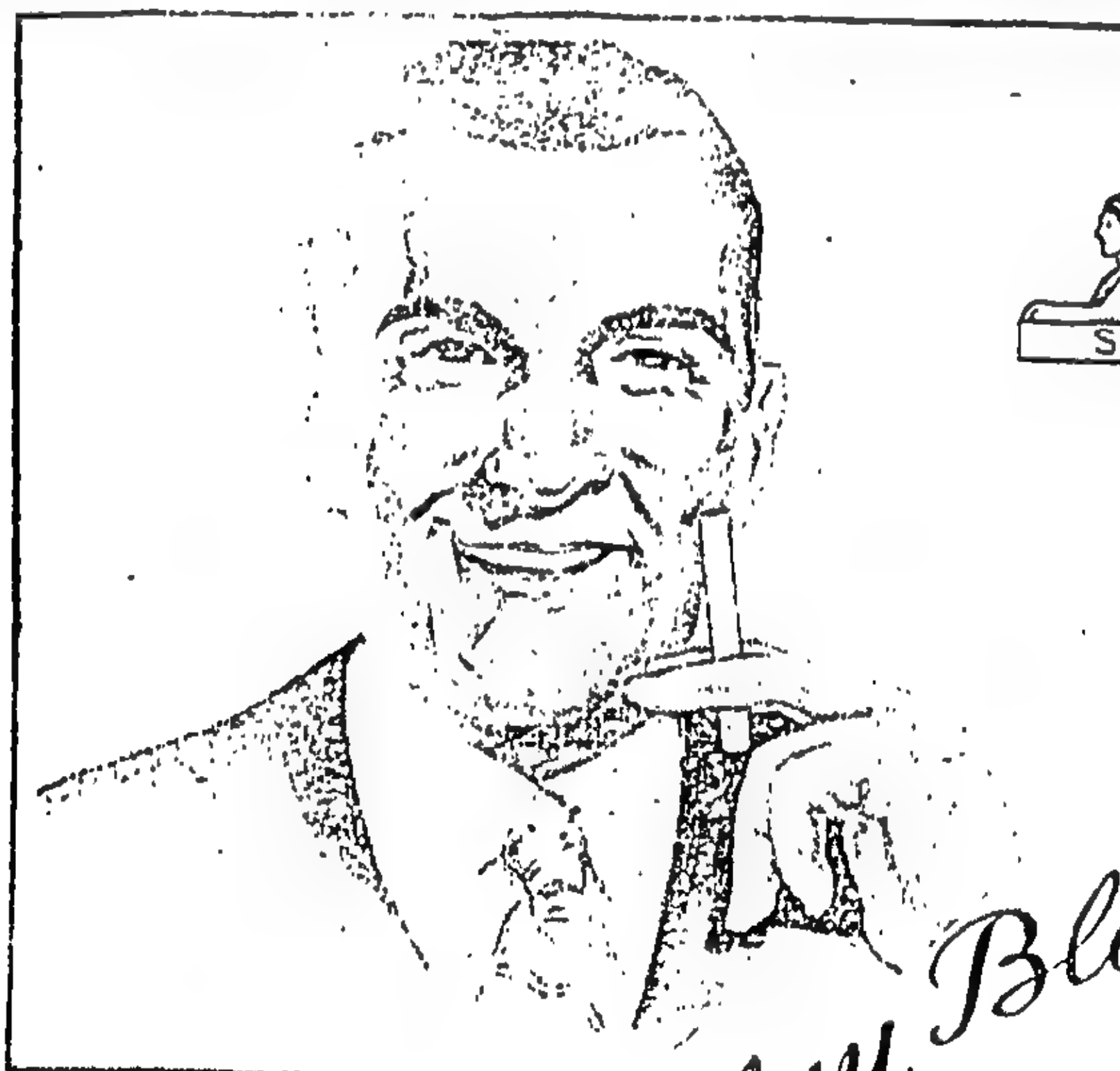
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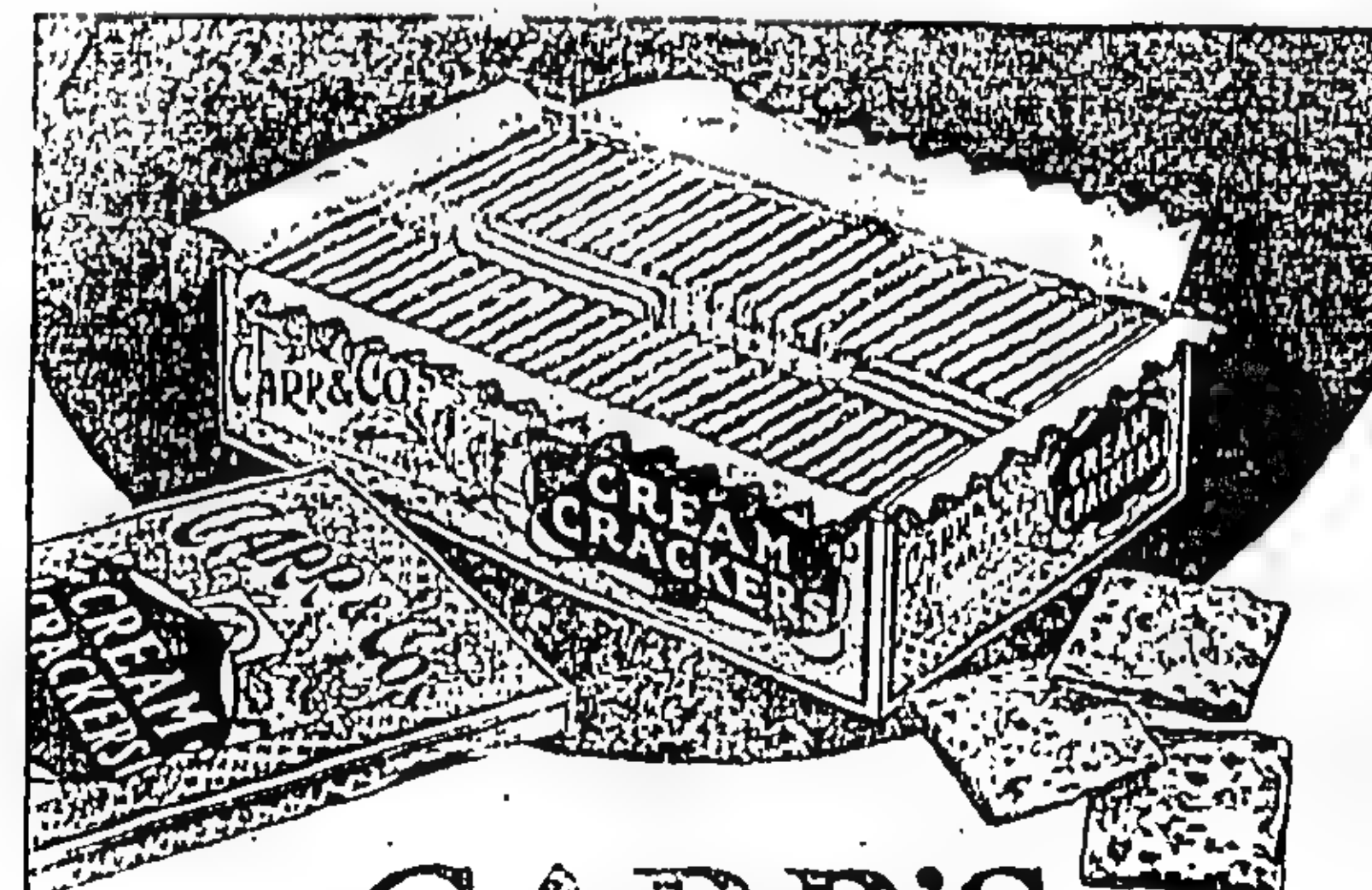
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Lausanne, July 8.
Mr. MacDonald's refusal to abandon hope of reconciling the Franco-German differences is the feature of this hard-fought conference. Mr. Chamberlain's dinner with M. Herriot, and M. Germain Martin last night was a master stroke, for under its genial influences, M. Herriot's tenacity softened, and quickly taking advantage of the change of mood, the Britisher brought Herr Von Papen and Gen. Von Neurath to conference with the French and Mr. MacDonald in the small hours.

When the conversation ended, the delegates returned to bed, tired but with revived hopes.

All depends on the wording of the short preamble to the treaty, of which scores of drafts have been examined.

It is understood that M. Herriot has agreed to give the Germans a measure of satisfaction as regards the war guilt clause.

Mr. MacDonald looked very fit when taking his usual early constitutional with Miss Ishbel MacDonald and Sir John Simon before 8 a.m.

Herr Von Papen arrived at the British headquarters at 10 a.m. to discuss with M. Herriot the French emendations of his draft preamble.

The meeting adjourned after an hour, reporting "progress but no agreement."—*Reuter.*

Settlement of Points In Dispute.

Lausanne, July 8.
The two main points which held up the Conference, namely the German demand for a political clause, and the French demand for a higher contribution to the reconstruction pool, were settled as follows:

The preamble to the agreement, worded vaguely, refers to closing the doors on the past.
The German payment is fixed at

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Hongkong, 8th July, 1932.

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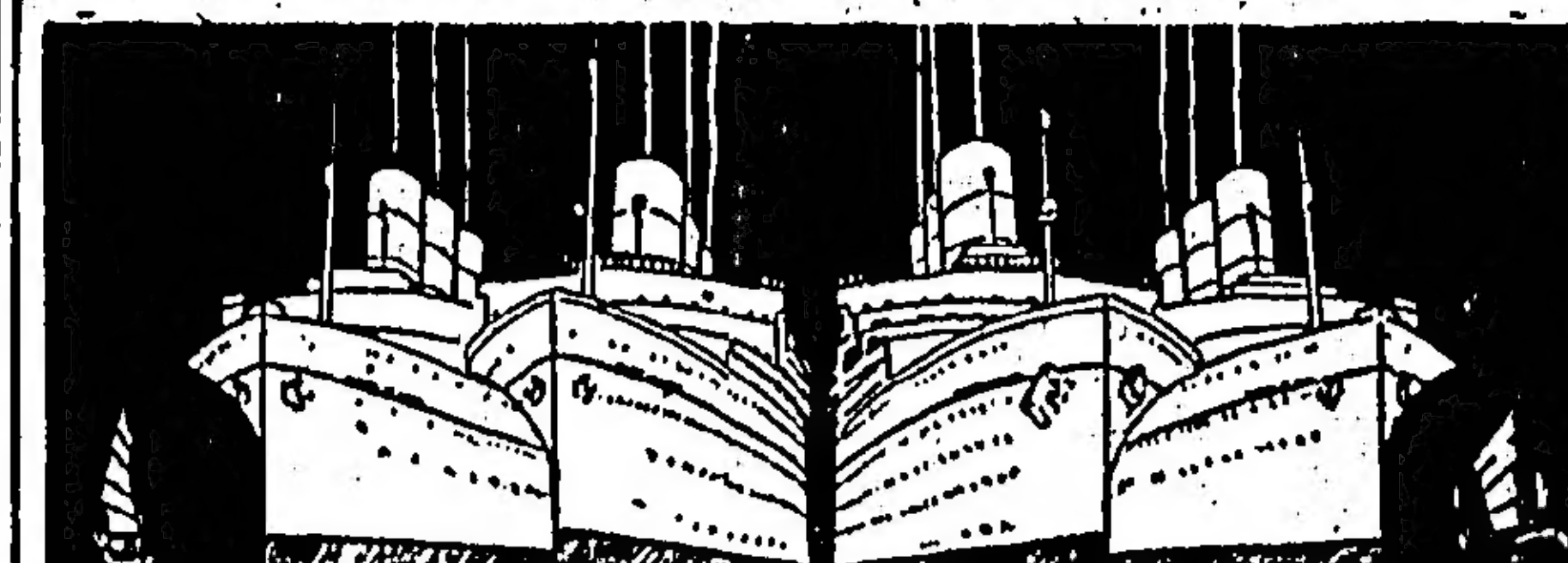
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(NDL) M.S. "Trave"	25th July Mar., C'blanca, L'don, R'dam, H'burg, Bremen.	
(NDL) S.S. "Trier"	30th July Genoa, B'lona, L'hon, R'don, H'burg, B'men.	
8th July (HAL) M.S. "Ermland"		
14th July (NDL) S.S. "Aller"	14th Aug. Mar., Havre, Oran, C'blanca, R'dam, H'burg, B'men.	
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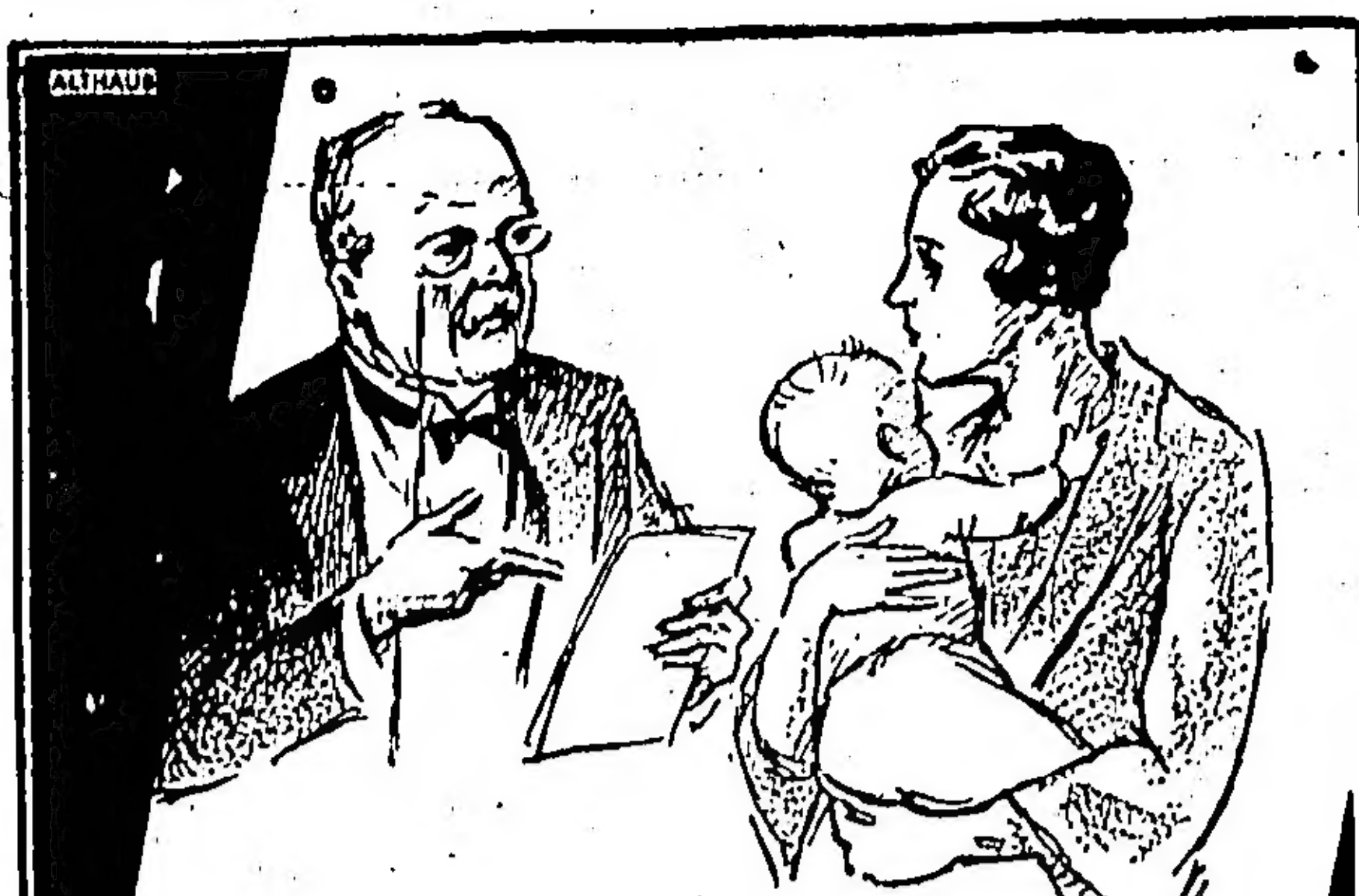
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VILLAGE ROAD MURDER

(Continued from Page 2.)

His Worship: What's your position on that Mr. Brutton?
Mr. Brutton: Of course we want this case to go to the July Sessions if your Worship commits.
His Worship: Naturally you want to get it over as soon as possible.
His Worship (to Mr. Lindsell): Is there no other evidence you are going to offer this afternoon?
Mr. Lindsell: Only certain Police evidence; it is quite short.
His Worship: We'll take that in the meantime.

Police Evidence Called.
Sub Inspector C. R. Rozesky was then recalled to prove the arrest of the two witnesses Zimmer and Christie, on March 31, on board the s.s. Fathshan as it arrived from Canton that night.

The next witness was Chief Detective Inspector A. N. Reynolds, who said that at 9 p.m. on March 24 on receipt of a telephone message he went to the Wanchai Police Station and there took charge of the investigations of the murder. Later witness went to 50 Village Road, but found nothing incriminating. The accused went to the Police headquarters the following afternoon, although witness himself did not see him.

On March 30, the witness Lau Moy-kong was arrested and detained for two days on suspicion of complicity in the murder of George Fung. On April 4 witness saw Cheng Kwok-yau about 4.30 p.m. at Police headquarters.

Mr. Lindsell: Did you inform him forthwith that he was under arrest for the murder . . . in connexion with the murder of George Fung?—Yes.

His Worship: Which is it? "For" or "In connexion with?"
Mr. Lindsell: I should say in connexion with because he has never been charged with the murder.

Continuing, witness said at 6.30 p.m. Cheng was formally charged. This closed the case for the Crown, and after Quentin Fung's evidence had been read and signed by the witness, the Public Prosecutor reverted to the point of identification of Cheng's driver by Lai Ming-fay, indicating that he would have to ask for an adjournment if that identification was essential.

The Magistrate ruled, that he was satisfied that the identification had not been challenged by the defence in the earlier depositions, and therefore it was not necessary for him to call that further identification in regard to which the Public Prosecutor had reserved his right.

The Public Prosecutor: You make a note that I would have called that evidence of identity but for the illness of the witness concerned?

His Worship made the note.
Mr. Hall Brutton was then called upon to address the Court upon the case for the Crown being closed.

Prime Facie Case Found.
Mr. Hall Brutton: Your Worship, you have undoubtedly carefully considered all the evidence in this case, and is your Worship really of the opinion that there is any case for the defendant to answer? I submit, your Worship, there is no case, and I think it would be for the Crown to satisfy your Worship before you do commit the defendant. They must satisfy you that there is a case to go before the jury. Unless your

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Hongkong, 6th July, 1932.

Worship has made up your mind now, having regard to all the evidence there is before you, the Crown should show that there is a case to answer, otherwise I would ask your Worship to say that there is no case to answer.

Mr. Wynne Jones: I don't think I need call upon the Crown to submit any further arguments on it. It is quite obvious that I have, as you say, studied all the evidence quite closely. I must necessarily point out that my business here is merely to satisfy myself that there is a prima facie case, and that whatever the defence may be, there is sufficient evidence to go before a jury. Now the evidence which has been produced before me has been, I might call, scattered—a bit here and a bit there—and a bit somewhere else—as very often happens in these cases, and all I have to be satisfied in that there is a connecting thread which joins this evidence in such a manner as to form a prima facie case. It is not my business to discuss the strength of that thread. That is for the jury. I think I know this evidence very well by now, and I find there is such a thread. Having found that thread, therefore, it is my duty to commit.

Accused Committed.
Mr. Hall Brutton: Does that thread run right through?

Mr. Wynne Jones: If I do find a thread connecting the principal points of the evidence I should commit. This case is really in two parts, and it gave me a certain amount of difficulty at first, as I think it gave you, Mr. Brutton, but I find a thread right through.

Mr. Brutton: An unbroken thread, your Worship?
Mr. Wynne Jones: The thread, in my opinion is unbroken, but I won't discuss the strength.

The formality of cautioning defendant was then proceeded with and he was asked by the Court if he wished to say anything.

He replied that he did not wish to say anything himself: his solicitor would be speaking on his behalf.


Mr. Wynne Jones: You are, therefore, committed to take your trial at the next Criminal Sessions at the Supreme Court.

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RAWALPINDI	17,000	14th July.	S'hai, Kobe & Yoko
"KASHMIR"	9,000	14th July.	S'hai, Moji, Kobe & Yoko
TILAWA	10,000	16th July.	Amoy, Moji, Kobe & Yoko
"BURDWAN"	6,500	27th July.	S'hai, Moji, Kobe & Yoko
TALMA	10,000	28th July.	Amoy, S'hai, Moji, Kobe & Osaka
RANPURA	17,000	28th July.	S'hai, Kobe & Yoko
TAKADA	7,000	5th Aug.	S'hai, Moji, Kobe, Osaka & Yoko
MALWA	11,000	11th Aug.	S'hai, Moji, Kobe & Yoko
"NOVARA"	7,000	18th Aug.	S'hai, Moji, Kobe & Yoko
RANOH	17,000	25th Aug.	S'hai, Kobe & Yoko
ISOMALI	6,800	5th Sept.	S'hai, Kobe & Yoko

*Cargo only.
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Hong Kong, Sydney—19 Days.
FIRST CLASS FARE TO SYDNEY, £78 RETURN.
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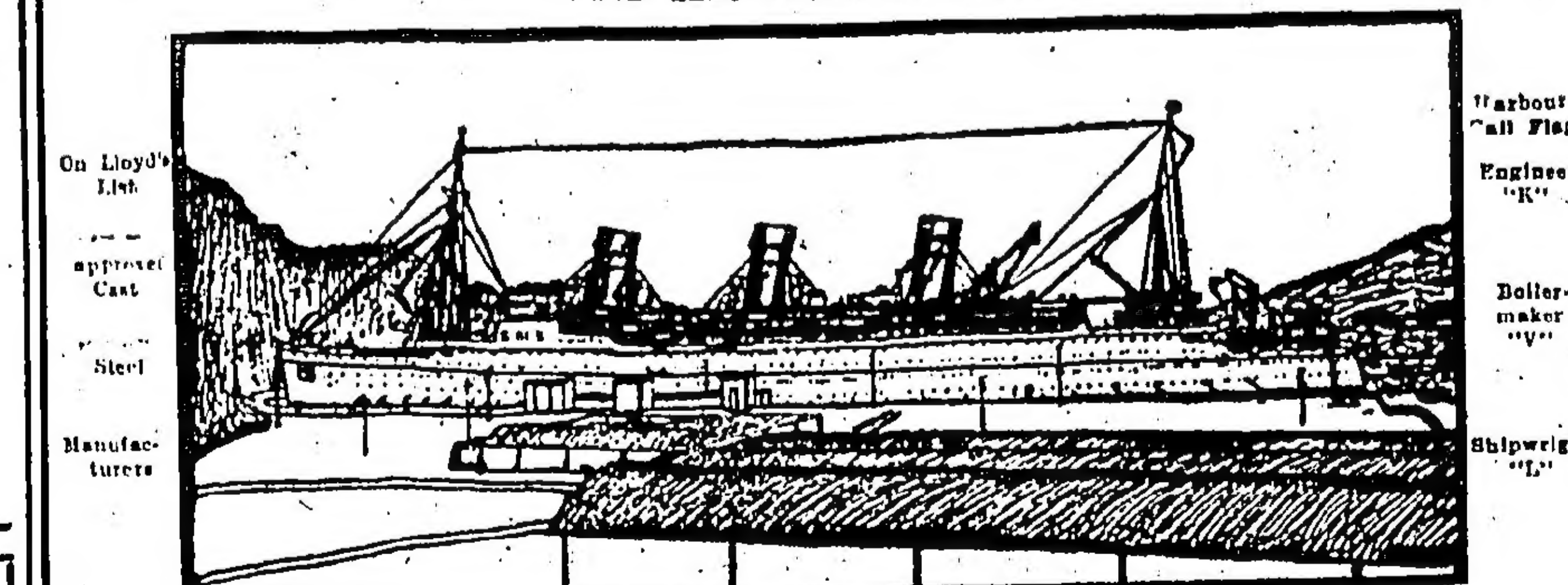
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TAIPING	July 12th	July 22nd	July 28th	Aug. 10th
CHANGE	Aug. 12th	Aug. 23rd	Aug. 29th	Sept. 11th
TAIPING	Sept. 12th	Sept. 23rd	Sept. 29th	Oct. 11th
CHANGE	Oct. 14th	Oct. 25th	Oct. 31st	Nov. 11th

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In No. 1 Dock. Ship Dimensions:—666'0" O. A. X 88'6" X 48'6" Mid. 26,000 tons Gross.
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The best ventilated Theatre in the Colony, with over hundred windows which, open at night, give fresh and natural air to the whole house. Our machine is of the biggest size—the sound is the clearest and the price is the highest. We have two large sized lifts for the convenience of our patrons.

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FLOOD WATERS OF A
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LEW AYRES IN HEAVEN ON EARTH

A UNIVERSAL PICTURE



delightfully tender,
human drama with
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Produced by Carl
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WITH AN UNUSUAL SPECTACULAR
CLIMAX THAT HAS NO EQUAL.

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The Latest 1932 United Artists Special Feature

Poland West's **CORSAIR** United Artists Picture with Chester Morris

LOST SUBMARINE LOCATED

ARTIGLIO RUSHES TO
RESCUE CREW

Cherbourg, July 8.
The first-class French submarine Promethee, which sank during a surface trial yesterday, has been located in 75 metres of water, north of Cape Levi, a few miles from Cherbourg.

There are 66 people aboard, and the Italian salvage steamer Artiglio, has left the sunken Egypt off the Ushant, where she has been salvaging gold, and is hastening to the scene. Strong currents are expected to impede rescue operations.

"I am Lieutenant du Mesnil, Commander of the Promethee. My submarine has just sunk."

This was the dramatic utterance gasped out to the skipper of the fishing boat "Yetto" by one of the men he picked up, and was the first intimation of the tragedy.

The skipper stated that he was fishing when he heard desperate calls for help, and, climbing up the mast, saw seven dots in the water. He succeeded in saving all seven men, who were in the last stages of exhaustion. Some burst into tears after their ordeal.

Commander du Mesnil is reported to have declared the catastrophe was inexplicable. Some mistake must have been made, for the submarine was sailing normally on the surface, with 10 men on the bridge, when suddenly he felt the vessel plunge beneath his feet. She disappeared in a few seconds, in 150 feet of water.

There were on board a crew of 49, and 17 engineers and workmen.

The search for the sunken craft was continued throughout the night, and success came in the early morning.

STUDENTS V. POLICE

PAOTING CLASH RESULTS
IN BLOODSHED

Peking, July 8.
Martial law has been proclaimed at Paotingfu following a clash on Thursday morning between radical students of the Second Normal school and the police, as a result of which six students were killed and six others injured. Police losses are placed at four killed and 12 injured.

The fracas was the climax to a two weeks siege by the police, instituted because of the refusal of the students to leave the premises. The trouble started over the appointment of a new Principal to whom the students objected.

Communist influence is believed to be at the bottom of the affair.—*Reuter*.

BODIES FOUND IN HARBOUR

POLICE SOMEWHAT PUZZLED

Unusual features revealed in the recovery from the harbour of the bodies of three unknown Chinese have set the police thinking. In each instance valuables of different kinds were found on the bodies and it is believed that the people were the victims of some untoward incident although it is almost impossible to ascertain in what way they came by their death.

The body of a Chinese man, about 37 years of age, dressed in khaki clothing, was found floating in the water in Wanchai Bay and has since been removed to the Kowloon Mortuary. On the body the police found a silver watch and chain, one silver dollar and a cigarette case.

A second discovery was made by the Water Police in Yaumuti Bay where the body of a woman aged about 35 years was found. Ten dollars in Hongkong money and nine Chinese silver dollars and one gold finger ring were found on the woman.

Floating off West Point the police found the body of a youth about 17 years of age, wearing a gold wrist watch.

In all three instances the bodies were decomposed.

Although there is no indication contained in the police report issued in respect of the three bodies it is possible that the three were the passengers of a boat which capsized in the harbour on Tuesday last, when a man, a woman and boy were reported missing as a result of the mishap.

When a report of that tragedy was made to the police the man's age was given as 56 and that of the boy 10. The approximate age of the woman coincides with that given in the report of the harbour mishap.

BANK RETURNS

NOTE & SPECIE FIGURES FOR JUNE

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1932, as certified by the Managers of the respective banks are:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	21,111,724	8,300,000
Hongkong Bank	135,829,516	112,000,000
Mercantile Bank	5,152,650	1,300,000
Total	162,093,890	121,600,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,328,400.

+ In addition Securities deposited with the Crown Agents and Straits Government valued at £2,747,000.

\$ In addition Securities deposited with the Crown Agents valued at £190,000.

CANTON-HAINAN AGREEMENT

BIG SUMS FOR CHAN CHAK MARINES

News of a definite settlement between the Hainan and Canton Governments comes to hand in a report that the Nineteenth Route Army officers have consented to contribute \$40,000, the Hongkong Hainan Merchants' Association \$30,000 and Hoihow firms \$30,000 for the withdrawal expenses of Admiral Chan Chak's marines from Hoihow to Swatow districts, where they will be absorbed into the Nineteenth Route Army divisions before marching to Fukien to assist in the anti-Communist war.

The settlement is said to have been confirmed by a meeting last evening between Admiral Chan Chak and General Chan Chai-tong's representatives in which the Nineteenth Route Army officers and General Tsi Ting-kai acted as principal mediators.

15 RUSSIAN REDS ARRESTED

STARTLING HARBIN COUP

Harbin, July 8.
Indications that the authorities are determined vigorously to suppress Communist activities in Manchuria were provided when fifteen Russians, alleged to be to be Communists, were arrested here.

They include employees of the Harbin Bank and the Naphtha Syndicate, as well as other Soviet organisations.

The police claim that they have seized many incriminating documents.—*Reuter*.

RECTOR GUILTY

CHARGE PROVED AGAINST REV. DAVIDSON

London, July 8.
The Reverend Harold Davidson, Rector of Stiffkey, against whom charges of immoral conduct have been investigated for 25 days by the Chancellor of the Diocese of Norfolk, was found guilty to-day of all charges, except those dropped during the case.

The Bishop of Norwich will announce his sentence in due course.

The trial, which was heard in the Consistory Court, attracted immense public interest, due to the allegations that Rev. Davidson had associated with immoral women. He pleaded that his work took him among that class of woman.—*Reuter*.

RENEE CHEMET CHARMS

BRILLIANT RECITAL LAST NIGHT

Under the magic spell of Madame Chemet, Hongkong, or what part of Hongkong gathered at the King's Theatre last night, suddenly realised that it liked classical music; that it was hungry for the beauty of Chausson, Lalo, Vivaldi, Dvorak and Poldini, when interpreted by such a virtuoso as Madame Chemet.

The audience, the size of which was gratifying, clamoured for more, and more, and the artiste could not have received a more sincere welcome and appreciation anywhere else in the world. That she was generous and finally returned five times to meet the insistent demands of her listeners left them delighted.

Madame Chemet selected Concerto in F Minor (Ed. Lalo) as her chief contribution, and one could not think of anything more appropriate in order that she might reveal to the full her delicacy of touch, mastery technique and extreme versatility.

Poems, which is one of Chausson's most intimate compositions, afforded her another triumph, and the rest of the programme was in keeping with such a supreme artiste.

Hongkong has had many musical treats, but none better than that of last night. The only regret is that Madame Chemet is making no other appearances here.

She was fortunate in having Anet Seidlova as her accompanist.

KOWLOON TONG THEFTS

EUROPEANS SUFFER LOSSES

Two thefts from the sitting rooms of houses in Kowloon Tong were reported to the Police yesterday, it being stated that some person entered the premises through open doorways during the absence of the inmates from the room.

Mr. Lyon of 14, Boundary Street stated that sometime between Wednesday and Friday a portable gramophone was stolen from his sitting room. The machine was stated to be worth \$30.

From the sitting room of Mr. Dameran of 22 Somerset Road was taken, between 11 a.m. and 1.30 p.m. yesterday, a clock valued at \$25.

Mr. C. E. Coelho of the Hongkong Electric Company, residing at Shauiwan Road, has reported to the Police that at about 9.40 a.m. yesterday some one stole clothing to the value of \$60 from his residence.

QUEEN'S THEATRE

The Air is Always Cool and Fresh
No Circulation of Old Air, but Natural Ventilation
Comfortable — Healthy — Safe

Final Showings To-day at 2.30, 5.10, 7.15 & 9.20 p.m.

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4 INFANTRY MEN

Made in the German
tongue but with
full super-
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The Picture
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A
REMARKABLE
GERMAN
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G. W. PABST'S
Reply to
"ALL QUIET
ON THE
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TO-MORROW

Marie Dressler in EMMA

She Makes You Laugh
And Cry, But Always
Makes You Happy!

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THE **STAR**

Daily at 2.30, 5.20
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At 2.30, 5.15,
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At 2.30, 5.10,
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For those with iron nerves and
a steady pulse. It starts with
thrills. It builds to thrills. It
ends in thrills.

CHEATERS AT PLAY

Story by Louis Joseph Vance
Directed by Hamilton MacFadden

FOX PICTURE

with a great cast including
Thomas MEIGHAN
Charlotte GREENWOOD

William Bakewell
Linda Watkins
Barbara Weeks
James Kirkwood

TO-MORROW

Everything that's riotously
funny happens in "Almost
a Divorce"

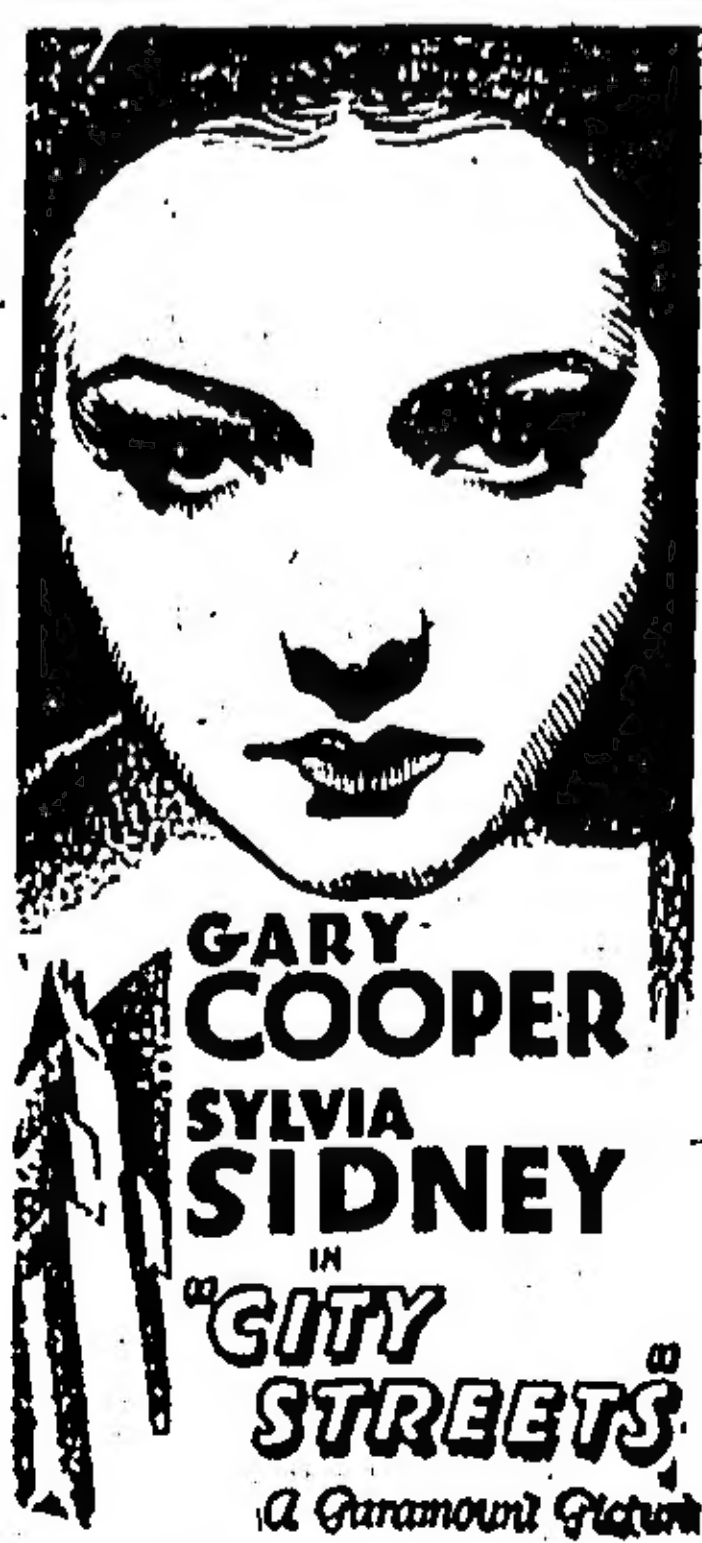


Sydney Howard IN ALMOST A DIVORCE

A Smiletime

Two eminent stage
comedians bring their
artistry to the screen.

MAJESTIC



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This girl faces prison—
this man faces death!
To win the right to love
each other — because a
uthless power wants her
—hates him!

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SYLVIA
SIDNEY
IN
"CITY
STREETS"
A Paramount Picture